

latitude **38**

THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 56, FEBRUARY 1982

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25

MERIT 25 A Real Winner.



DOS EQUIS Sailed By Rick Lowery

Many of you are probably aware that the Merit 25 won not only her class in the M.O.R.C. International championships, but overall honors as well. And that she was the only production boat to place in the top ten.

What you might not be aware of is how the Merit 25 is doing locally. While you have been racing or cruising around the bay, you may have noticed a boat named after a bottle of beer. *Dos Equis* is owned and skippered by Rick Lowery, and has compiled an impressive record in the short time they have been racing. Here's a summary.

- 1981-82 Metropolitan Mid-Winters,
1st place to date
- 1981-82 Golden Gate Mid-Winters,
3rd place to date
- 1980-81 Sausalito Cruising Club Mid-Winters,
1st place
- 1981- Y.R.A. Champion, H.D.A. Division K
- 1981- Sausalito Yacht Club Tuesday night series,
2nd place
- 1980- Lake Tahoe 4th of July Crystal Bay series,
2nd place

As you can see the Merit 25 is a real winner locally as well as internationally. You can charter a winner at the Sailboat Shop, \$75 per day.

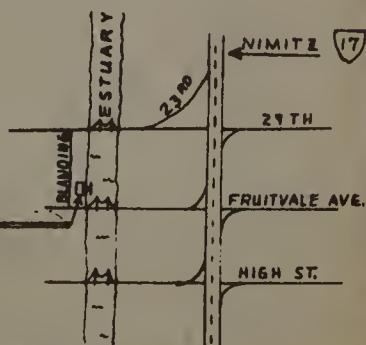
SAILBOAT RENTALS

Merit-25	\$75/day
J-24	\$75/day
US-25	\$75/day
US-30	\$125/day

★ A person may purchase his own yacht and include it in our charter program to produce income and at the same time take advantage of certain tax considerations.



2639 Blanding Ave., Alameda, CA (415) 521-5900



The Yankee Cup Is For Yankees

In his professional life John Wright is noticed more by his accomplishments than by his pronouncements at the bar. John's sailing is like that, too. His boat, Hurrah, a Yankee 30, is elegantly understated with a white hull, a medium sized rig, and blue trim.

If you are into racing you know that Hurrah is usually up near the top of the fleet. Looking her over carefully you will appreciate how much time has gone into the preparation of Hurrah, but you will have to look carefully to see the degree of refinement in her deck layout.

Like most of us John sails purely for enjoyment, and his crew reflects that. During the years they have sailed together they have become a proficient and cohesive group. And while the crew is good to John, John is good to the crew.

John decided he wanted to win the Yankee Cup, the championship race for the season champions of the YRA/HDA. John wanted the odds as much in his favor as possible, so preparations started in the fall.

John and the crew worked hard on the boat, and they did a thorough job. When Hurrah was ready she was ready, and so was the crew.

John came to the loft regularly to discuss sails, and we recommended the addition of the most versatile sails consistent with the inventory already on board. We suggested that specialized sails be omitted in favor of sails which work over a broader range of conditions. John agreed with our reasoning. A versatile sail does more good more of the time: for boat speed and the budget.

In a race where everybody is already a champion, you must sail fast and smart if you are going to win. The competition is too good to permit tactical errors or inattention to sail trim.

Hurrah won the Yankee Cup in fine style finishing well ahead of the second place boat. John and the crew put all their best speed into this one race. Hurrah had superior boat speed, and tactically they sailed a superior race.

When asked, on Monday morning, why he was smiling from ear to ear, John would simply reply that he had had a good time sailing. Some people just never will make it at the bar . . .

We would like to thank John for his friendship, and for the confidence he has in our sails.



★ Hurrah finishing 1st in the 1981 Yankee's Cup

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What criteria do they use to approve the design?

Lloyd's naval architects look over the plans and approve it only if the design is a seaworthy one and scantlings for building are up to Lloyd's rigid standards.

Can any yard build the boat once the plans have been approved?

No. The yard which builds the boat must be inspected by Lloyd's to make sure they have the proper facilities and equipment to build the boat properly. Storage of all resins and gelcoats must be temperature and humidity controlled as well as the room where the actual fiberglassing is to be done. The methods of construction must also be approved.

How does Lloyd's make sure the boats are built to the approved plans?

Lloyd's sends an inspector to the yard at six different stages of construction to insure that the yard is building the boat to the approved plans and using the proper methods and materials. Only after they are completely satisfied will they issue the Certificate.

What does a Lloyd's Certificate mean to me?

The Certificate means that your boat is built to the highest standards in the world. The resale value of your boat is increased and insurance companies will look at your boat more favorably, especially for offshore sailing. Getting a Lloyd's Certificate is not for everyone. Only for those who want the best.

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Available On These Boats*

Make This Claim?



A black and white photograph of a Mason 43 sailboat docked in a harbor. The boat is a classic wooden design with a prominent deck house. In the background, a city skyline with several skyscrapers is visible across a body of water. The boat is positioned centrally in the frame, with its bow pointing towards the left.

Mason 43*

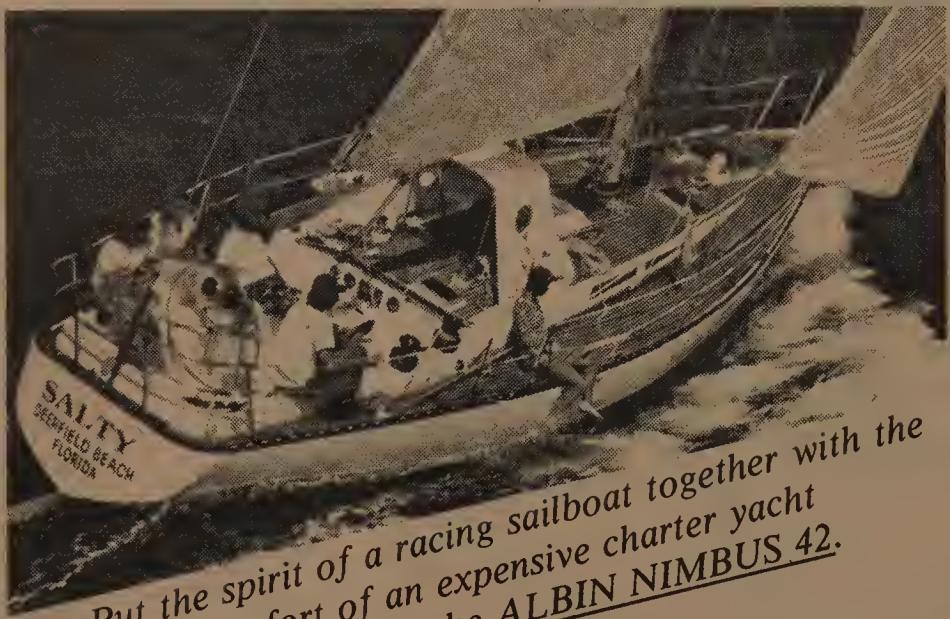
GORMAN & THOMSON QUALITY BROKERAGE

SAIL						POWER		
'78 21' Northwest	\$15,000		'78 30' Ballad	30,950		'76 38' Downeast	75,000	
'57 23' Maya	6,500		'79 30' Ericson	45,000		'77 38' C&C	79,500	
'75 25' Cape Dory	15,500		'76 31' S-2	55,000		'71 39' Cal	77,000	
25' Ericson +	30,500		'79 31' Sail Columbia 9.6....	38,900		'80 39' Cal	97,500	
'69 25' Cal	11,950		'68 31' Cál	59,950		'80 40' Freedom	150,000	
25' Bahama	10,500		'70 32' Ericson	31,450		'79 40' C&C	139,500	
2-25' Cal	23,500		'66 32' Pearson Vanguard...	39,500		'80 40' C&C Custom Hull...	123,000	
2-25' Cal	24,000		'79 33' Tartan	35,000		'78 40' Anacada 40.....	65,000	
'72 26' Int'l. Folkboat.....	15,250		'76 33' Ranger	32,000		'78 41' Morgan	99,995	
'65 26' Pearson	7,800		'77 34' Cal	42,000		'78 41' Morgan	105,000	
'70 26' Columbia	13,250		'76 34' Peterson ¾ Ton.....	53,500		'64 42' Hanna Design ketch..	59,000	
'76 26' Ranger	14,250		'69 34' Coronado	49,500		'73 43' Mason	165,000	
'69 26' Ranger	14,750		'78 34' Peterson	35,950		'73 45' Coronado sloop....	88,500	
'75 2-27' Cal	27,500		'77 3-34' Cal	65,000		'73 50' Gulfstar	185,000	
27' Cal	17,500		'73 35' Ericson	56,500		'73 50' Force	140,000	
29' Columbia 8.7.....	49,950		'73 36' Mull	69,500		'74 58' Monk ketch.....	275,000	
29' Ericson	26,850		'66 36' Cal	55,000				POWER
'76 2-29' Cal	33,250		'66 36' Cal	44,000				
'80 30 Ericson	55,000		'69 36' Cal	43,900		'80 43' DeFever Trawler...	180,000	
'80 30' Olson	37,500		'79 37' Santana	70,000		'79 37' Her... SOLD sng..	64,900	
			'80 37' Luders	87,900		'80 37' Her... SOLD twn..	75,000	

Particulars are believed to be correct but are not guaranteed. Subject to price change, prior sale or withdrawal without notice.

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SPECIFICATIONS

Length Overall: 41'6"

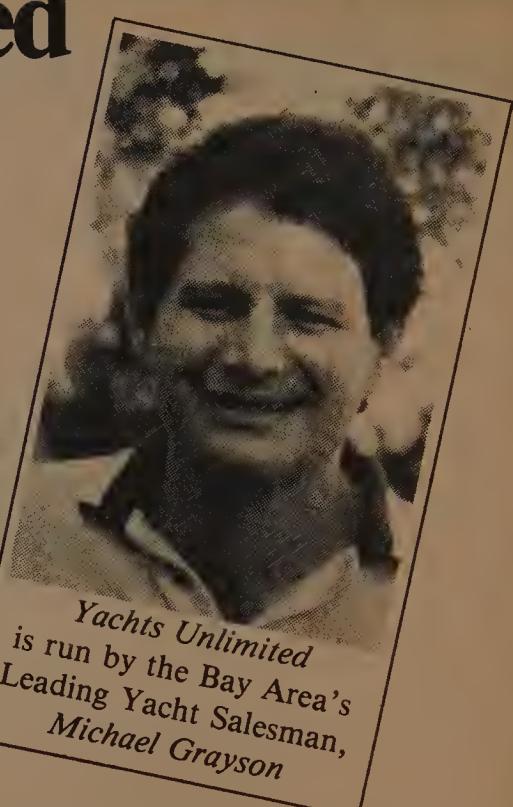
Draft: Moderate fin keel 5'10"

Length at Water Line: 34'2"

Displacement: 21,500 lbs.

Beam: 12'6"

Ballast: 10,000 lbs.



Yachts Unlimited
is run by the Bay Area's
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Michael Grayson

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OPPOSITE THE
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ALBIN Trawlers — 36, 40, 43, 49 Sundeck, 49 Tri-Cabin

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COVER PHOTO: LATITUDE 38

Great Hunter White plays jungle boy in the Mexican breeze.

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Sail

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70'	"Drifter".....	240,000
65'	Commercial fishing schooner.....	175,000
62'	Little Harbor.....	NEW
62'	"Ragtime".....	185,000
55'	Schooner.....	48,500
54'	Steel Ketch.....	311,000
50'	Brigantine.....	295,000
48'	"Azahara".....	198,500
47'	Gulfstar Sailmaster.....	239,900
45'	Bristol 45.5.....	NEW
42'	Albin Nimbus sail.....	NEW
41'	Bristol 41.1.....	NEW
40'	Islander (Dick Deaver's).....	110,000
40'	Bristol Custom.....	Offer
40'	Bristol 40.....	NEW
38'	Little Harbor.....	NEW
36'	Albin Stratus sail.....	NEW
36'	Bristol 35.5.....	NEW
35'	Coronado.....	44,900
33'	Tartan Ten.....	34,000
32'	Bristol 32.....	NEW
31'	Pearson.....	49,950
30'	J-30.....	48,000
30'	Islander 30.....	19,995
30'	Ericson 30 +	52,500
30'	Coronado.....	26,500
30'	Bristol 29.9.....	NEW
29'	Albin Cumulus sail.....	NEW
28'	Ericson 28 +	51,000
28'	Balboa (2 — one w/dsl.).....	19,950
28'	Lancer.....	18,500
27'	Catalina.....	19,950
27'	Nor'Sea.....	44,500
27'	Ericson.....	22,500
26'	S-2 8.OB.....	20,000
26'	Pearson Ariel.....	12,500
25'	Buccaneer.....	15,500
25'	Pacific Seacraft II.....	22,500
25'	Columbia 7.6.....	15,900
25'	Merit 25.....	19,950
23'	O'Day.....	5,950
22'	Santana.....	7,200
19'	West Wight Potter.....	NEW
16'	505.....	1,700
15'	West Wight Potter.....	NEW

POWER

55'	Chris Craft.....	\$85,000
49'	Albin Trawler.....	NEW
43'	Albin Trawler.....	NEW
40'	Albin Trawler.....	NEW
38'	Scarab.....	89,500
36'	Albin Trawler.....	NEW
36'	Trawler "Galatea".....	Offer
30'	Formula 302.....	48,000
26'	Fiberform.....	18,000
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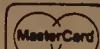
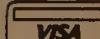


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In our fifteen years of selling cruising yachts, it's our humble opinion that the Sea Star 460 is the finest all around cruising boat we have ever encountered; a bold statement. Please do come in and judge for yourself.

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SEA STAR 460 Pilot House with dual steering * Aft cabin with private head * Ford Lehman 80 h.p. diesel * Aft cockpit with bridge deck * Keel-hung rudder * Cockpit sail storage * Passive ventilation system. **LOA: 45'8"**; **LWL: 36'36"**; **BEAM: 13'6"**; **DRAFT: 5'10"**; **DISPL: 33,500 lbs.**; **BALLAST: 11,500 lbs.**; **SAIL AREA: 1,093 sq. ft.**; **WATER: 200 gal.**; **FUEL: 200 gal.**; **DESIGN: Ted Brewer, N.A.**

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CALENDAR

Feb. 5 — First Friday Flicks of February at Berkeley YC. Two pics on quick ships: *Maximum Effort*, the story of Kialoa's 1981 SORC effort, and *Eye-Deen (18) Footers*, with lots of spray filled footage of the Aussie 18's. Gourmet spaghetti dinner preceding the twin bill. Chow down at 1830, price \$4.00. Donation requested for the movies. Call Jeannie Troy for reservations and information, 521-1176 or 477-5571, or Ruth Brooke, 526-4899.

Feb. 5 — Launching of a new one-design, race ready Wylie Wab-bitt at the Berkeley Marine Center, on the north side of the Berkeley Marina. 3 p.m. Call Chris, 524-9655.

Feb. 6 — St. Petersburg Triangle Race, Florida. Start of the 1982 SORC. Go Scarlett O'Hara!

Feb. 6-7 — Open house at the Cal Sailing Club. Free sailboat rides. Dress warmly! 845-3484.

Feb. 7 — Mid-Winters at Coyote Point YC, 574-0672, and Golden Gate YC, 924-0570 or 346-BOAT. Also Winter Whales Chase, Ballena Bay YC, 835-8737 or 523-4420.

Feb. 11 — Coast Guard Auxiliary "Boating Skills and Seaman-ship" class in Santa Rosa. (We thought we got them all listed last month, but . . .) Larry Kubo, (707) 525-1400 x3113; or Betty Snyder, (707) 538-1878.

Feb. 11 — Chuck Hawley, commodore of the Singlehanded Sailing Society and veteran of the solo Kauai TransPac, conducts the first of three free, hands-on seminars in satellite navigation and Loran c. There will be working sets at each event. The first even will be at West Marine Products in Sausalito (332-0202). All seminars start at 7:30 p.m.

Feb. 12 — Singlehanded Race, Marina del Rey to Bishop Rock and back. 200-miles. Help Dan Byrne tune up for the Around-The-World Race. David Lay, (213) 649-2788.

Feb. 12-20 — MEXORC. There's still time to snag a berth, just get to Manzanillo first.

Feb. 13-14 — San Juan 21 Western Mid-Winters and keelboat handicap races on Clear Lake. Avoid the summer rush. Lakeport YC, (707) 462-7627.

Feb. 13-14 — Metropolitan YC Mid-Winters. The last of their 1981-82 series. 284-1778.

Feb. 18 — Doug McNaughton speaks on "How to Survive a Hurricane in a Small Boat." Straight from the horse's mouth. With slide show. Oakland YC, 6:30 p.m. Free! Sponsored by the Singlehand-ed Sailing Society, Chuck, 332-0202.

Feb. 18 — The second of Chuck Hawley's SatNav and Loran C seminars. West Marine Products in Oakland (532-5230). 7:30 p.m. Free.

Feb. 20 — Sausalito Cruising Club Mid-Winters. 332-9349 or 331-2791.

Feb. 23 — Start of the final leg of the Whitbread Around-The-World Race. This leg runs from Mar del Plata, Argentina, to the finish in Portsmouth, England. Warm, warm at last.

Feb. 25 — The third and final Chuck Hawley hands-on seminar on SatNav and Loran C. West Marine Products in Palo Alto (494-6660.) 7:30 p.m. Free.

Feb. 26 — Voyager Marine's free seminar on materials for boat-building and outfitting. 1296 State St., Alviso, CA 95002. (408) 263-7633.

Feb. 27 — Mariner Square Fleamarket and Swap Meet. Clean out those warehouses, garages, lockers and hulls. Free admission for buyers, \$10.00 to set up a stall. Call Karen Thompson, 523-8500.

CALENDAR

Feb. 27 — Coronado 25 Class Association hosts Pineapple Sails' Kame Richards for a racing seminar. Tips on racing your Coronado 25 on the bay. \$5.00 per boat, lunch \$4.00. Rich Everett, 332-0202.

Feb. 27-28 — Columbia 26 NorCal Regionals on the Berkeley Circle. Meet Myles Ringle, the man behind the "Perfect 26" Newsletter. Open to all Columbia 26 owners. \$10.00 registration fee. Dinner Saturday night at the Berkeley YC. Myles Ringle, 848-1571 or 835-4833.

Mar. 5 — First Friday Flicks of March. Films to be announced. See Feb. 5 for phone numbers.

Mar. 10 — Celestial Navigation class at Contra Costa College begins. Get stars in your eyes. Class ends June 2. The teacher is O. Eugene Barton, 235-7800 x224. Contra Costa College, 2500 Mission Bell Drive, San Pablo, CA 94806.

Mar. 19 — Deadline for renewing entry in S.F. bay YRA races. If your postmark is later than March 19, you pay a penalty fee of \$12.50. Skippers of new boats have until 5 p.m. the Monday prior to their first race to enter. Call the YRA office, 771-9500, for further information.

Mar. 20 — Island YC's 4th Annual Women's Invitational Race. Open to all YRA and SYRA type yachts, skippered and crewed by women. No men nowhere. PHRF rating. Spinnaker & non-spinnaker divisions depending on the number of entries. Call Elaine Wright, 436-6463 or 545-1890, or Marcine Osborn, 278-0495.

Mar. 24-28 — Newport Harbor In-The-Water Sailboat Show, Lido Marina Village, Newport Beach, CA (714) 673-9360.

Mar. 25-Apr. 4 — Pan Am Boardsailing World Cup, Kailua Bay, Hawaii. Where the surf meets the sky.

Mar. 27-28 — Berkeley YC Challenge Match Race Series. The Congressional Cup with a twist: only the skippers change boats, and they use matched pairs of different classes. Last year featured ten top ranked tiller wagers including winner Dennis Durgan, Commodore Tompkins, John Bertrand, etc. Bobbi Tosse, 939-9885.

Apr. 10 — Guadalupe Singlehanded Race. 600-mile loop south from Marina del Rey. David Lay, (213) 649-2788.

Spr. 16-25 — S.F. Bay In-The-Water Boat Show, Mariner Square, Alameda. Another opening, another show. Karen Thompson, 523-0940.

Apr. 17 — Association of SingleHanders (ASH) invites all interested parties to join them in the Half Moon Bay Race. No fees, no ratings, no requirements. Call Hans at (707) 795-5290.

Apr. 17 — Annual Colin Archer Race off Treasure Island. Hosted by Encinal YC. Bill Wahl, 792-6454.

Apr. 25-May 1 — Antigua Race Week. Make reservations early.

May 26-29 — Swan Pacific Cup. Dick Seay, (714) 631-4836.

June 19 — Singlehanded race to Hanalei Bay, Kauai, Hawaii. Take me back to that little grass shack. Chuck Hawley, 332-0202.

July 4 — Crewed TransPac to Nawiliwili, Kauai. Feeder race for the Clipper Cup. Sandra Hansen, 939-6776. Sponsored by the Ballena Bay YC.

Aug. 7-22 — Pan Am Clipper Cup, conducted by the Waikiki YC. The Sardinia Cup of the Pacific. Contact race chairman Ken Morrison or planning chairman Richard Gooch, Waikiki YC, 1599 Ala Moana Blvd., Honolulu, HI 96814.

Send your Calendar notices to *Latitude 38*. We close on the 22nd of the month; magazines reach distribution points by the 7th of the following month. Send early; send often.

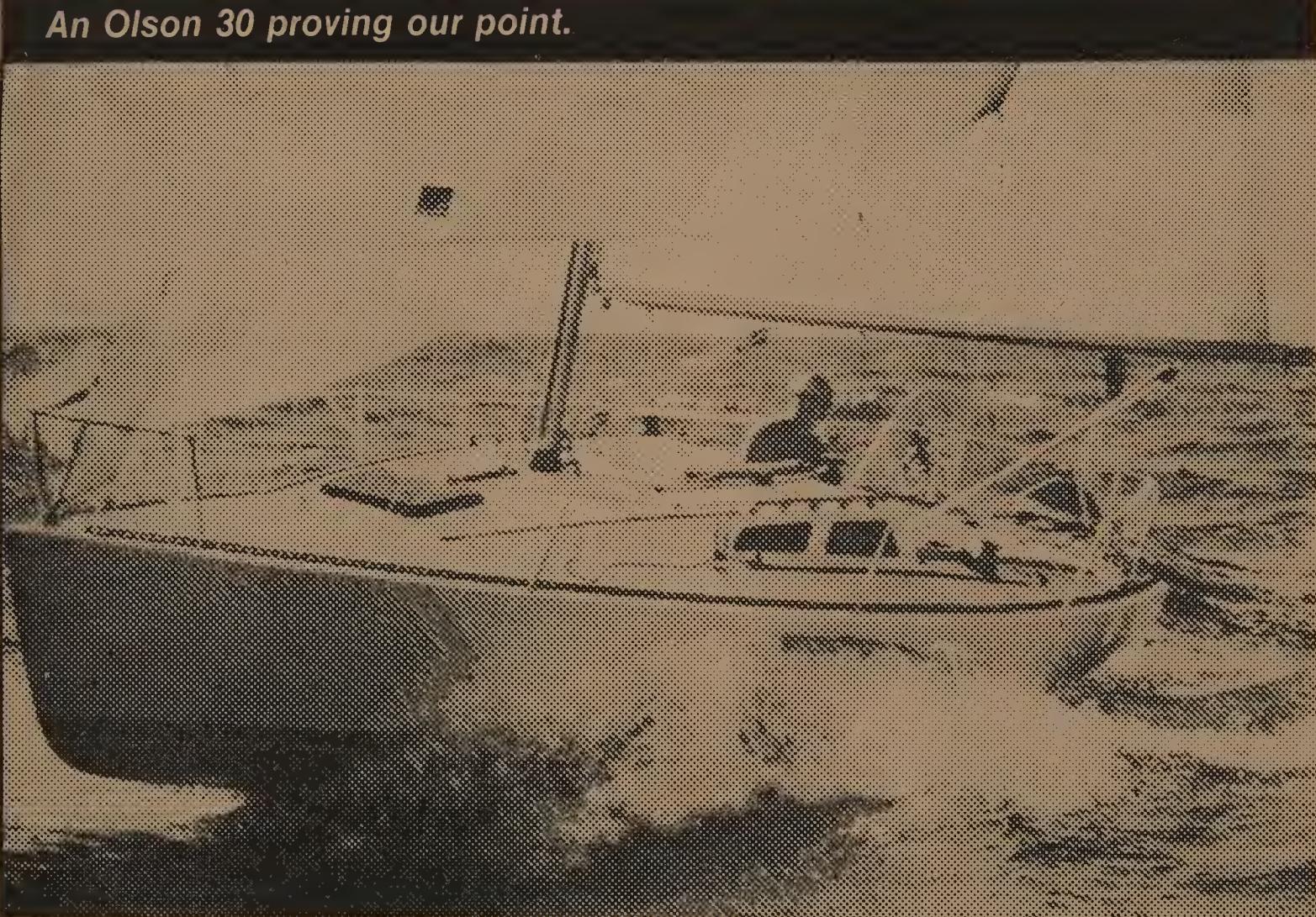
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SELECTED BROKERAGE:

Col. Sabre 32, 1966, \$10,500
Cal 20, 1968, O.B., \$13,000
Santana 22, 1969, \$7,200
Moore 24 (2), from \$17,500
Wilderness 21, 1979, loaded, \$12,000
Ranger 33, 1974, \$45,000
Samurai 24, 1970, O.B., \$9,900
Cal 25, 1979, Diesel, \$24,950
Clipper 26, 1974, O.B., \$5,900
Cal 2-27, 1976, Diesel, \$26,000
Santa Cruz 27, (3) O.B., from \$22,500
Ranger 30, 1978, Inbd., loaded, \$44,500

Olson 30, 1979, Loaded \$38,900
Garden 30, 1961, wood, diesel, \$19,900
Rhodes 32, 1938, wood, diesel, \$29,000
Erickson 35, 1971, Inbd., \$46,600
Bounty 44, 1979, Diesel, loaded, \$145,000

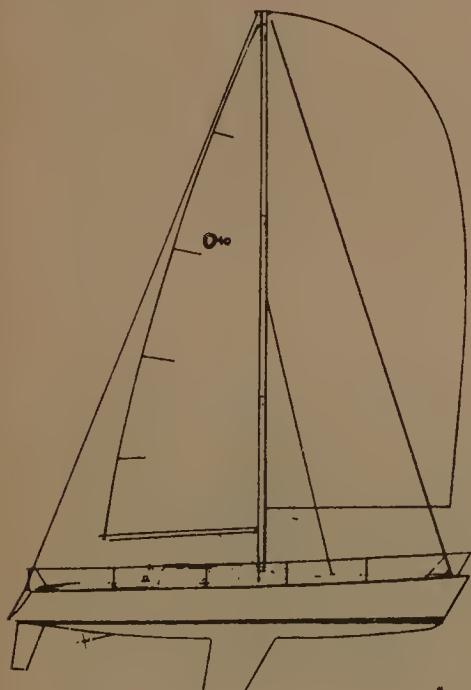
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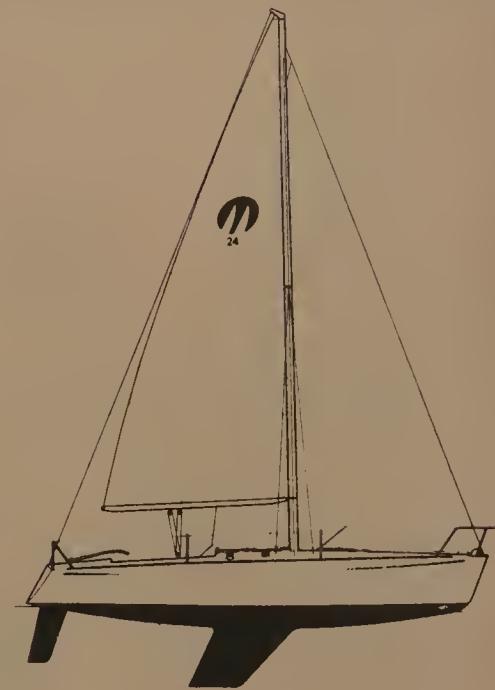


Olson 40 . . . Available July 1982.
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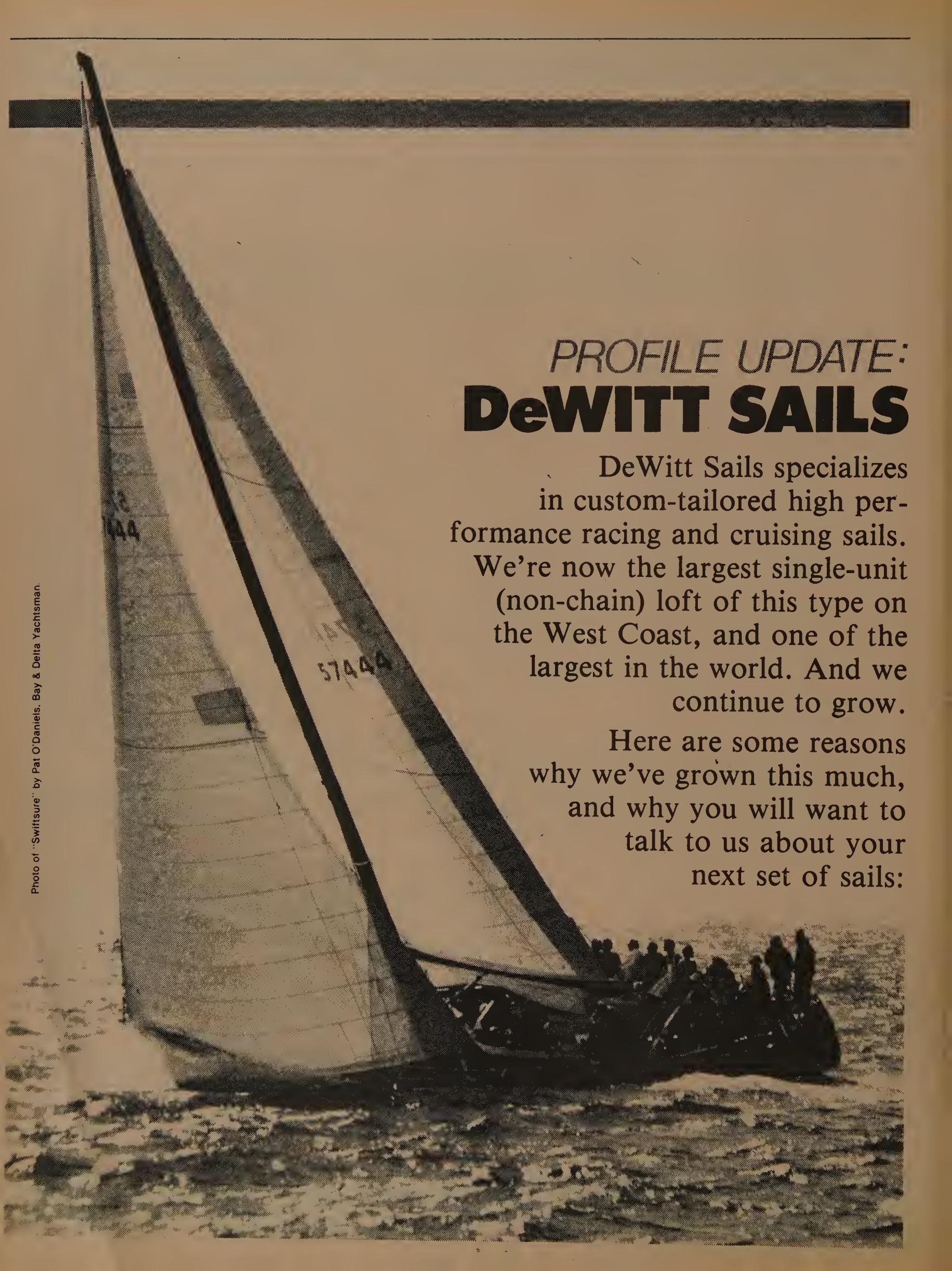


Moore 24 . . . If a Ferrari could float, it would be a Moore 24. Enough said.

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PROFILE UPDATE:
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DeWitt Sails is a leader in the construction of mylar sails for heavy air. Because we are located on windy San Francisco Bay, our mylar sails must be extra strong. In early 1980, we built the first two-plied mylar working sails seen on the West Coast. We were also one of the first to enlarge head and clew patches and adequately reinforce seams and batten pockets.

Boats using hi-tech DeWitt Sails made from mylar or kevlar, some partially plied, have already proven to be fast on the race course. To name a few: "Swifters" took second in the Big Boat Series (Perpetual Cup) powered by a new DeWitt main with a kevlar plied leach. Wylie 34, "Magic Too" — with several mylar headsails and a main plied with mylar on the leach — took top honors in 1981 YRA season and the Gulf of the Farallons ocean series (class and overall). Homer Lighthall's own 30' design won last year's Ano Nuevo Race with a full suit of DeWitt Sails, including a super-fast mylar 150%.

Top DeWitt people: designer, Tom Kruse, customer service representative, Mike Rettie and Jim DeWitt. Discussion centers on the latest design concepts being built into new DeWitt sails for Santa Cruz 50, "Scotch Mist". This boat will first compete in the "Swiftsure" Race in Seattle this spring, with Jim DeWitt and Mike Rettie aboard.



Photo by Rita Gardner

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DeWitt designers have complete control over the shape and dimensions of your sail. Our computer-based design program — among the most up-to-date in sailmaking today — outputs a detailed panel-by-panel description of each sail. No discretion is allowed at the production level. This means control over the design remains in the hands of our top sailmakers. Top level control means high quality sails for your boat — consistently.

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Besides fast sails, DeWitt Sails is best known for the kind of service we provide. You are helped by knowledgeable and friendly people. Plus, we stand behind every sail we build which means that your satisfaction is guaranteed.

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Tom, Mike and Jim check out a new Wylie Wabbit jib.

Photo by Rita Gardner



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LETTERS

□ GLAD RAG

Here's my 15 bucks —

I now have a four month gap in my *Latitude 38* collection and can bear no more!

My personal interaction with your mag has been most(ly) rewarding. Having listed with your crew list for the past two years and having received several crewing phone calls and a full season crewing position for bay racing, I am pleased you provide this service. I also listed my Laser with you in June and sold it quite rapidly!

Thanks for providing a great rag and keep up the good work!

Nancy Henkle
Palo Alto

□ BEFORE THE FACT

It isn't often I pay for something I can get free, but I am missing too many cruising talks and shows by getting your mag after the fact. So here is my \$15 check for a years subscription.

I enjoyed your article on boatbuilders around the bay. Particularly the part about Gene O'Riley of Voyager Marine. Voyager is where I have picked up my copy of *Latitude 38* for the past three or four years and where I buy the parts for my 43-ft. ketch that I have been building for the past five years plus.

Five years seems like a long time, but remember for some people the means is as important as the end.

Keep up the good work on *Latitude 38*. I read it from cover to cover.

Rene Pittsey
San Jose

Rene — Five years plus abuilding wouldn't seem a long time to sailors who've spent ten years building theirs. And we met several of that species this winter in Mexico.

□ ANDREW ERRS

Andrew Urbanczyk correctly debunks the mystery of the sextant (*Out of My Mind-Sextant Maniac*, Vol. 54, December 1981, *Latitude 38*) but he lets one error sneak into his article and commits several errors of omission. First the small error that sneaks in — the sun is over the equator on March 21 and September 21 (not March 21 and June 21 as Andrew says). A quick reference to the *Nautical Almanac* will show that the declination for the sun is zero on March 21 and September 21.

Speaking of the *Nautical Almanac*, Andrew should have pointed out that the sextant without the *Nautical Almanac*, or a similar table, is of little value. A sextant reading of the sun or any other celestial body does not lead to a position until after proper calculations are made. For the sun, a noon shot will give latitude if a current *Nautical Almanac* is at hand.

The other omission Andrew makes is his failure to point out that the sextant, even with the *Nautical Almanac*, can give only latitude not longitude, and therefore cannot locate the vessel on the surface of the earth. Before the invention of the chronometer sailors sailed at a constant level of latitude, which they could determine by sextant, or primitive versions of this instrument, until they ran into the land mass they sought. Harrison invented the chronometer in 1735 so that in the years since latitude and longitude could be determined relatively easily at sea. The interesting point is that you can buy today for under \$10 in any drugstore a chronometer far superior to Harrison's chronometer or even the best shipboard chronometer of 10

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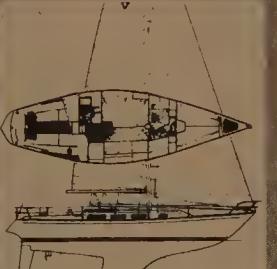
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LETTERS

or 15 years ago. I refer of course to the quartz crystal controlled electronic watch. A \$15 plastic sextant, a \$10 quartz watch, and an \$8 Nautical Almanac will truly give the sailor the capability of locating his vessel to within a mile at any point on the high seas.

Irving Fatt
Vela
Berkeley

Irving — We don't know diddly about this subject so we did a little investigating in the Oxford Companion to Ship's and the Sea. According to them, Harrison's first chronometer went to sea some 22 years before the first real sextant did. And that the first real sextant — as opposed to the earlier versions that measured less arc — were developed specifically to make lunar observations. These lunar observations combined with nautical tables could be used to determine accurate time, and from that, longitude. Interesting, no?

If you can tolerate the pun, we've more on this subject and Harrison's chronometers in this month's Cultural Hour, which is often found in the Sightings section.

As for Erring Urbanczyk, we've docked his check accordingly, but attribute his mistakes to all the excitement surrounding his finally becoming an American citizen.

□ WINNAH

While in Catalina this summer, I met a sailor from So.Cal. We stood discussing how nice the atmosphere on an island was, and I said "I live on an island."

He: "Oh yeah, which one?"

Me: "Alameda."

He: "Where's that?"

Me: "Alameda? Oh, it's a little island off the coast of Oakland."

This last statement is my entry for your contest of naming my town.

Thanks for the monthly fun.

Karin Hughes
Alameda

Karin — If Gertrude Stein was still alive she'd be jealous as hell. You win the contest hands down . . . what do you want for a prize?

□ READ CLOSELY

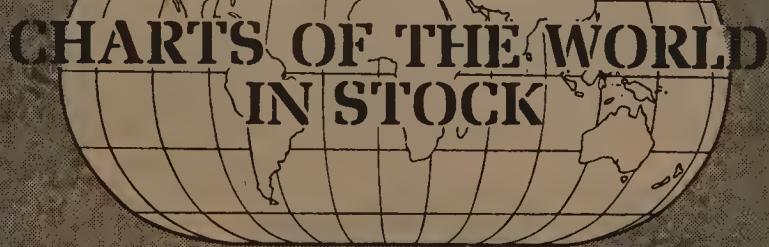
What happened to Webb Chiles? He is sailing around the world in an open 18-ft. yawl. I haven't heard anything since Bora Bora.

Homer Jones
Kensington

Homer — Webb Chiles, whose first sail ever was from Jack London Square to the Berkeley Marina, wrote us a long letter from Singapore which we published several months back. In the letter he mentioned that after 12,000-miles, he was leaving his boat at Ong Say Kuan's Boatyard for the duration of the monsoon season and returning to California for some lectures.

Webb reports that he and his 18-ft. open yawl are just fine, thank you. The man-made hassles of Asia have convinced him not to spend next year in Sri Lanka and India, but to press on to the Red Sea and the Med. The circumnavigation is on schedule, and he anticipates returning to San Diego in 1984.

Incidentally, the first of three boats about the partially completed circumnavigation, The Open Boat Across the Pacific, should be



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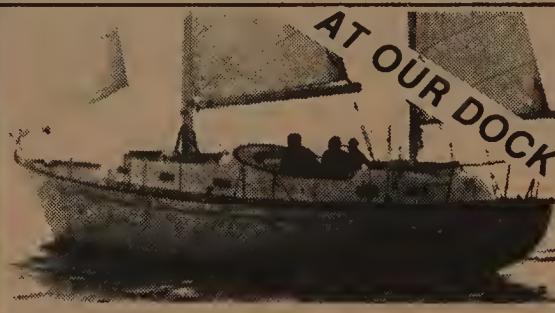
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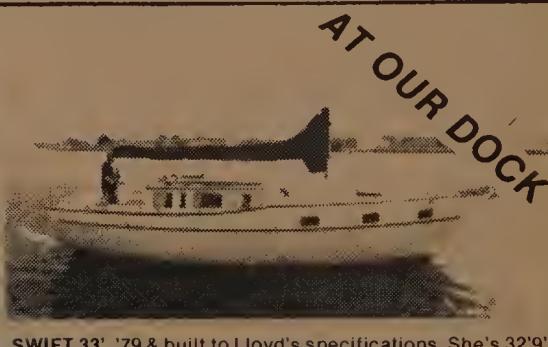
SWIFT 36. '82 ketch. Center cockpit, aft cabin w/full double bed. Excellent liveaboard or cruising boat for a couple. Sold as complete sailaway. Introductory price \$86,900.



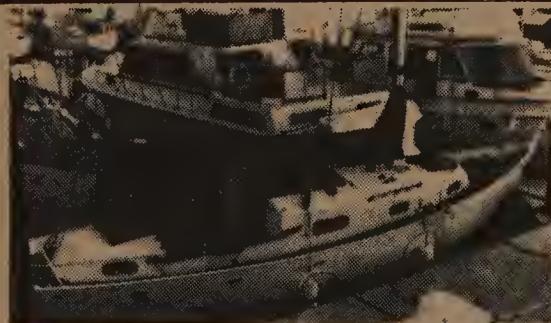
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SWIFT 33'. '79 & built to Lloyd's specifications. She's 32'9" on deck & 26'9" on the waterline. Her 11'3" beam provides a spacious main salon & galley area. The Swift 33 is avail. at \$62,950 & comes complete w/the standard sailaway package.



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VALIANT 40'. Cutter. Cruising boat of the Decade!! 3 avail. from \$85K. Almost new '79 on Great Lakes, st winches, 55 hp dsl., full spinnaker, Signet 4000 sys. Owner motivated and price reduced to \$148,500.



VALIANT 32'. '78 cutter, Westerbeke dsl., Signet wind-point/windspeed, pedestal whl steering, several factory options. Hard to find 32' in exc. cond. Bob Perry design for serious offshore cruising couples. \$64,900. MLY DOCK.



VALIANT 47'. Cutter, LOA 47', LWL 40', Disp, 30,000 lbs., S.A. 1,100 sq. ft., Draft 6'3". Fast cruising cutter rig designed by Bob Perry. MLY is currently sea trialing vessel. Possible leaseback & tax advantages avail. Sailboat of the decade heritage. Only 2 boats avail. in next 12 months. Base \$236,000 w/\$20,000 price increase soon.



37' FISHER MOTORSAILER. '77. Ketch, 80 hp dsl., British pilothouse luxury, owner has maintained vessel in new cond. Self-furl, Signet, refrig., VHF, extensive inventory for full world cruise. Offered at \$125,000.



PEARSON 323. '77, this well equipped cruising design from Bill Shaw comes w/a Volvo dsl., H/C pres. wtr., teak cabin sole, extra bow water tank, kero. stove w/an oven, dorade vents & a dodger priced well below replacement value — reduced to \$45,000.

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LETTERS

published by W.W. Norton in March of this year. Stay tuned for more details.

□ UNINHIBITED

I am becoming concerned at the number of grey areas appearing in *Latitude 38!* They started to appear in recent editions, and now the January copy is suffering from the same disease (see pages 89 thru 91). You have normally stated everything very clearly in black and white — I think that is one of the reasons for your popularity with readers. Is it that these areas were censored, or did someone boob and supply you with more titillating pictures of topless crew which your blushing (female) typesetter could not incorporate into the copy?

Please stay as you are — uninhibited with any form of politics, putting into print just what your readers write and you choose to publish — even competing with *Playboy* at times! Even your ads are interesting!

Roy Hester
Yacht Adastral, Orinda

Roy — The grey shading has nothing to do with freedom of speech or naked women, both of which we embrace.

The shadings are simply 'soothing zones' for the mind, periodic breaks amidst the relentless onslaught of black and white. We like to think they serve the equivalent function of silence in music.

□ BANG! BANG! RAT-A-TAT TAT

Here's \$15 for another year's subscription. I was going to let it lapse because Cal-Marine started handing it out free (usually 1-2 weeks before mine arrives) but . . . it's my way of documenting support for your efforts . . . and on and on and on . . . yeah, \$15 is \$15.

Even though the others in the northern waters may copy the format, yours is still the standard.

Hows about self-steering (electric, auto and mechanical) shootout?
Sam Stitt
Vancouver, Washington

Sam — Thanks for the good words and the financial support.
In regards to self-steering devices, we're not exactly sure what kind of answers you are looking for. Do you mean a shootout between autopilots and windvanes, or a shootout among the various brands of each? In either case, it's a situation where bullets need not be wasted.

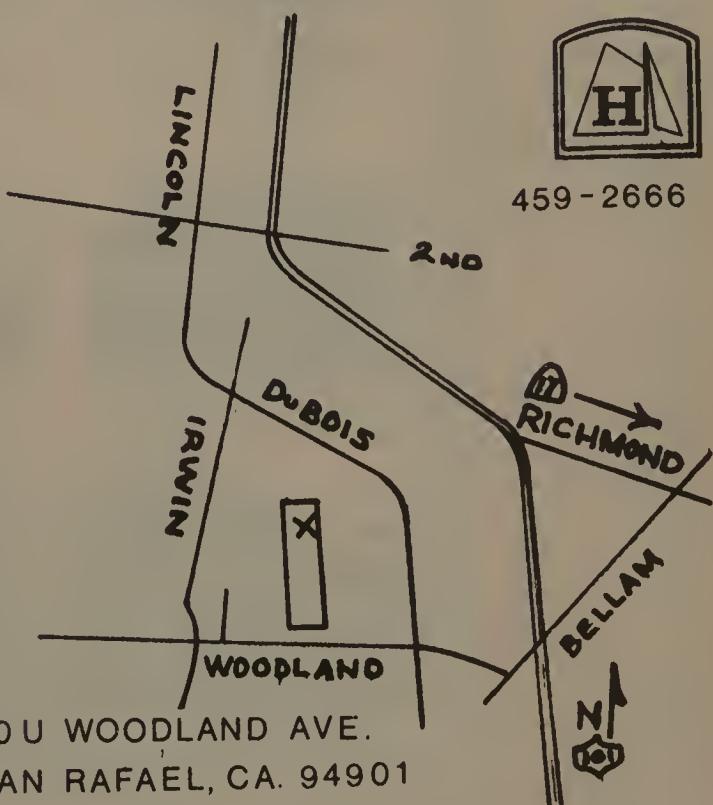
Judging from our experience and inquiries, windvanes and autopilots are products that receive very high marks of satisfaction from sailing consumers. Usually the only problems with vane come from improper application, or when they are installed incorrectly. Autopilots, because they require motors and electricity, are a little more complicated, but the quality and reliability seems to have improved greatly in the last two or three years.

If you're wondering whether an autopilot or windvane is better, we must ask, "better for what?". If you want to be relieved from the burden of the helm through a big calm, an autopilot is the only answer. But if you want to conserve juice and are ripping downwind in a strong breeze and quartering seas, the windvane is the only solution.

We happen to have both an autopilot and a windvane, and in all honesty can say either one would be sorely missed if taken from us. If

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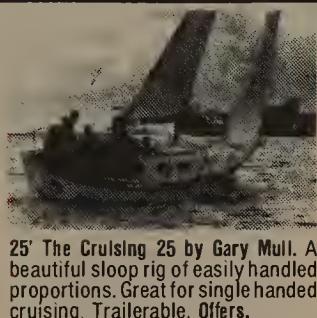
LOA	36'11"
WL	27'9"
Beam	10'10"
Draft	5'4"
Displacement (approx)	16,000 lbs.
Ballast (Lead)	6,000 lbs.
Sail Area	573 sq. ft.
Yawl	619
Cutter	708
Headroom	6'4"

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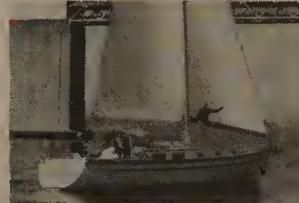
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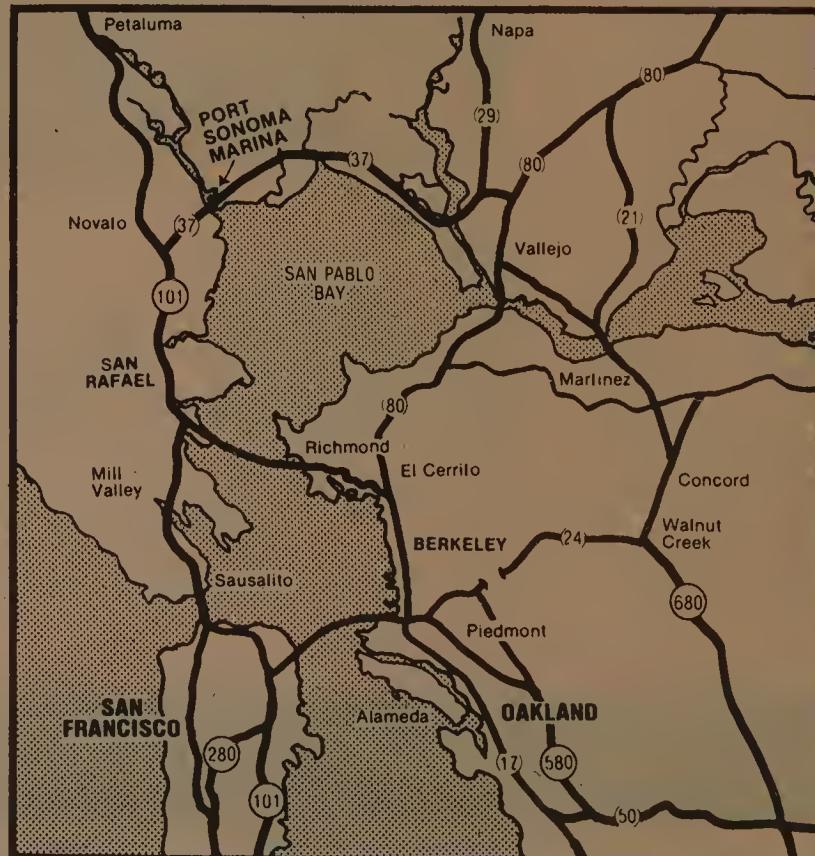
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LETTERS

it's an either or situation, you're just going to have to decide which you'd be needing more often.

□ DELIVERY PROBLEMS, DELIVERY SOLUTIONS

My husband and I were given a couple of hand-me-down *Latitude 38's* recently and we were highly impressed with your format.

It was especially delightful to read about Opua, New Zealand and its peoples in a Letters column because we have just returned from New Zealand and Opua holds a dear place in our hearts. May I add Jill Coupe and husband, Bob, of the Opua General Store to your list of commendations/information. Jill helped me do a one year provisioning and it was my easiest, most successful ever in six years of cruising. The store has an adjacent fuel dock and one week after placing my order, we pulled alongside, obtained food, fuel and water and dealt in true general store fashion!

Also, Ted Leeds of Bay of Islands Marine helped us to do the nearly impossible. With a two month old baby aboard, my husband, Bill, was able to singlehandedly sandblast, tar and paint our 9-year old steel hull thanks in large part to Ted's practical assistance. Deemings Boat Yard did their best to sabotage our spirits but now we're happier than ever with steel.

The main reason I am writing is to pass some information to cruising mothers-to-be.

Having lived in Tahiti for 2½ years, we sailed to New Zealand when I was eight months pregnant to obtain good medical care. We arrived in plenty of time — 27 days ahead of the baby's arrival. Initially, we made arrangements for the birth to take place at the Bay of Islands maternity annexe which is a lovely cottage hospital and as close to a home birth atmosphere as one can get without having to boil pots of water on an Optimus stove aboard.

However, the annexe is not equipped to handle any complications and at the slightest suggestion of any, the patient is sent by ambulance to the base hospital in Whangarei, a large, modern facility. There was a hint that I might have trouble delivering and ambulance rides at 70 m.p.h. were not our cruising speed. So, my husband hired a car for a week and we took a leisurely drive to Whangarei, savouring that magnificent landscape and listening to N.Z. Radio's continuing classical music en route to a highly recommended obstetrician, Graham K. Parry.

As it turned out, I was 4 cm dilated upon arrival at Mr. Parry's office and I checked in as a patient at Whangarei Hospital 1½ hours after leaving B.O.I. maternity annexe. Mr. Parry cancelled a trip he and his wife, Beverly (his receptionist and a midwife), had scheduled for that night in order to be my doctor and assist us in a natural childbirth. Both Bill and I were in awe that he would take us on having just met us because there was another doctor on call but that is the kind of man he is. We were told we wanted him and as the evening progressed, we certainly did.

It was because of him and the staff of Whangarei Hospital that we avoided a Caesarian and delivered naturally in the wee hours of the next morning. Mr. Parry stayed by all that time. At one point when it appeared the baby wasn't going to come through the pelvis in a posterior position, he took a 15 minute walk to decide whether or not to Caesar. When he returned, the baby had turned just enough to send us all on our way to victory! The thrill and comfort of it all was Bill was Mr. Parry's assistant. Noah Brian was delivered in the best of hands.

I have given Mr. Parry's name to two other cruising mothers who have used him because they too were new to New Zealand. I'd like to



PHOTO: DIANE BEESTON

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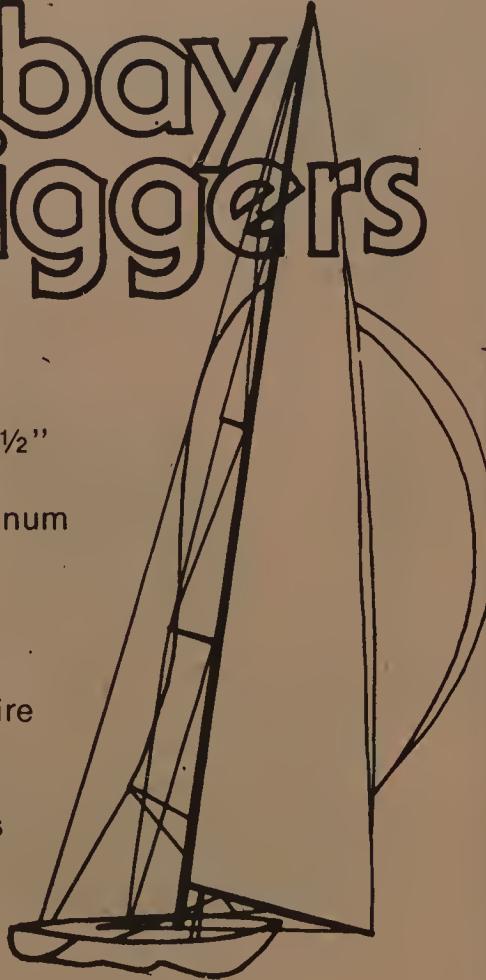
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LETTERS



share his address and phone number through your publication: Graham K. Parry, M.R.C.O.G., 18 Norfolk Street, Whangarei, 8.14.25. All three of us have had boys!!!

There is a yacht basin in Whangarei where visiting yachts can find mooring.

Bill, Noah and I spent 10 wonderful months in N.Z. We sailed (sort of) down the North Island enroute to the South Island calling at Great Barrier and Great Mercury Islands which became highlights of our cruising days and the cities of Tauranga, Gisborune, Napier and Picton in the Marlborough Sounds. Everywhere, we were treated like visiting royalty.

Bill and I made the return trip from N.Z. to Tahiti with just the baby as crew.

Forwarding logistics prohibits me from subscribing to your publication. I have one suggestion to you as respects distribution down here. Why not send a monthly copy or copies to the Bora Bora Yacht Club? With forwarding costs what they are, I doubt anybody would mind if you sent surface mail and read them in the B.B.Y.C. "library" a few months late. Most every yacht cruising these waters passes through Michele's place for showers and congenial atmosphere.

Address: Bora Bora Yacht Club, Bora Bora, French Polynesia.

Janet, Bill and Noah Baker
Ketch An Den Sioul
Papeete, Tahiti

P.S. — A must to have onboard for pregnant cruisers: *Emergency Childbirth*, Gregory J. White, M.D. (1968), Address: Police Training Foundation, Franklin Park, Ill. "Indispensable reading for parent who may be in the position of having a baby before medical aid can arrive."

Janet — Thank you so much for sharing the information with all our readers.

Incidentally, you should be able to pick up copies of Latitude 38 in Tahiti at one of the chandleries. Frankly, we don't know which one, as a paint manufacturer is forwarding them for us, but they should be circulating. We'll see what we can do about the Bora Bora YC.

RINGING THE BELL

Thanks for continuing to be a fair breeze on a good heading in contrast to the narcissism of the slick pubs.

In Sightings you express curiosity about the termination of the British Navy tradition of serving Pussers Rum. Enclosed is the "Drinking Manual" published by Pussers. I will happily volunteer my boat as a test platform for you and staff if research seems warranted on the recipes. I have some Pussers and (even better) some of Mex-

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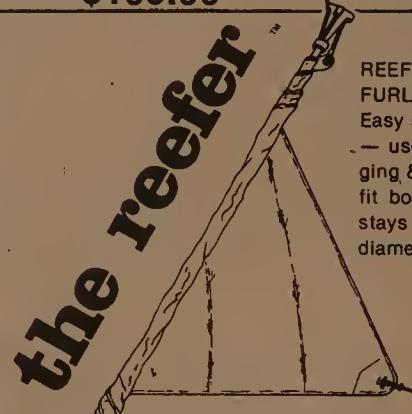
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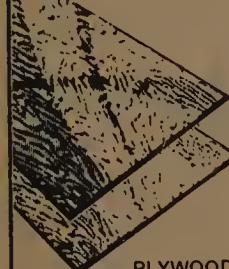
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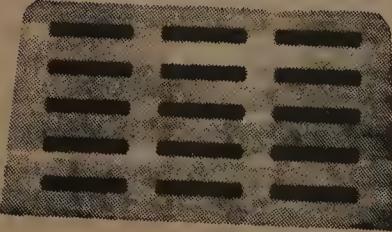
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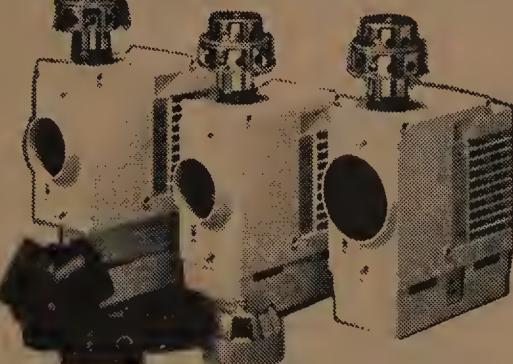
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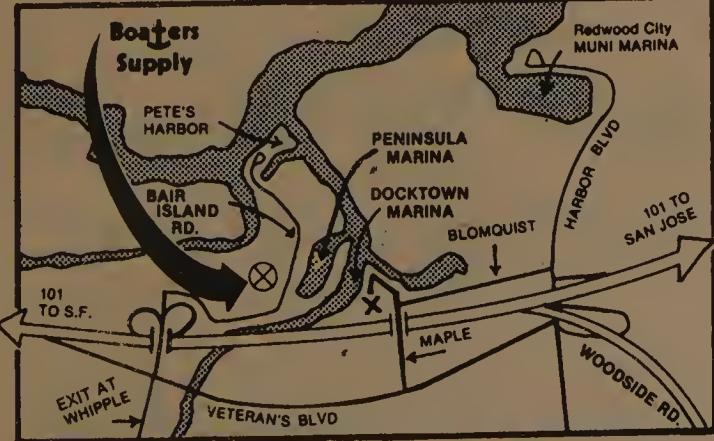
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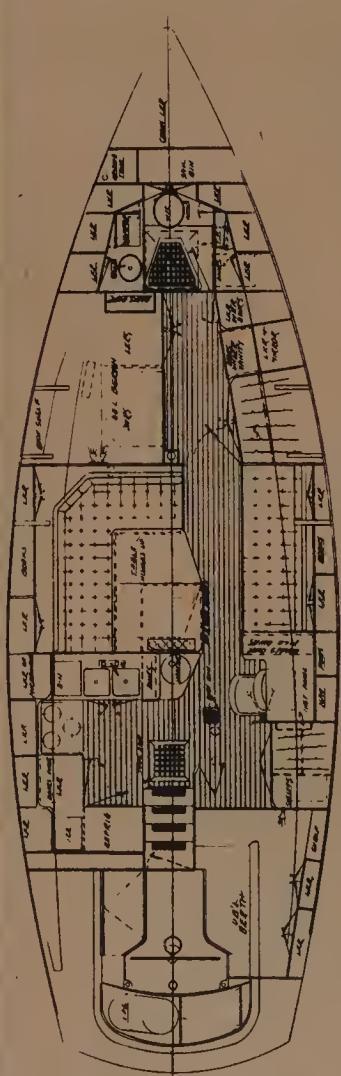
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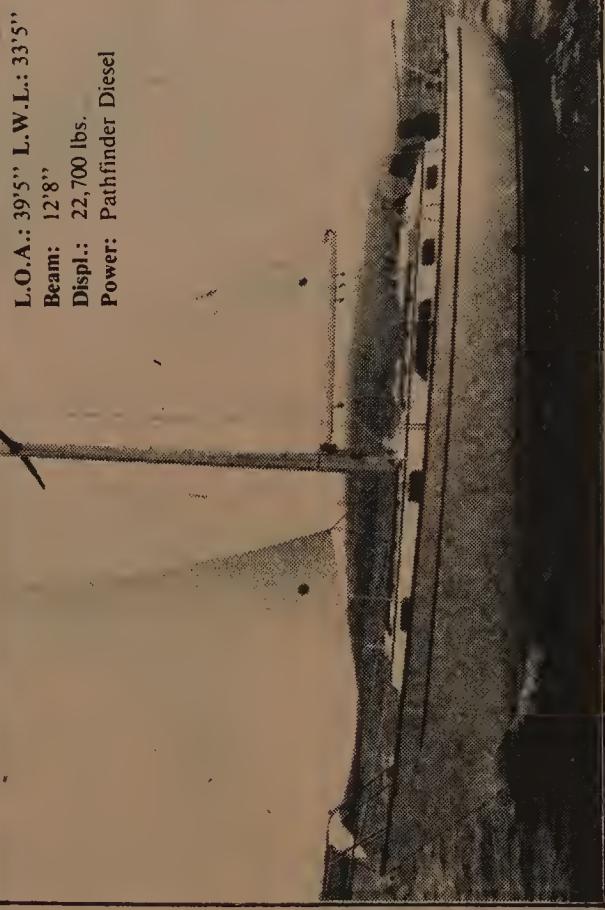
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LETTERS

ico's finest — Ron Castillo (not available in the U.S.).

Rita Gardner's comments in Loose Lips reminds me of the not-very-prestigious L.A. River Yacht Club "where the debris meets the sea". This club is at least twelve-years old, founded by Lenny Price (S/C Santa Monica YC), Don Lewis, Glenn Thorpe (founding commodore Santa Monica YC), and a band of tongue-in-cheek LA area sailors. They have an official T-shirt with an aerial photo of the LA River making a substantial contribution of junk to the Pacific. Probably the senior use of the "meets the sea" gag.

Your comments of wonder that a yacht club in Southern California would not charge a fee for a regatta, i.e. the Corkett Trophy, are surprising. Most SCYA clubs do not charge members of other SCYA clubs for participation, and generally extend a years free racing to new sailors in Southern California coming from other USYRU affiliates. Further, association dues and annual rating validations are less than one-third the fees collected by the folks at Fort Mason, tropies are part of each yacht clubs annual budget. Astounding, no?

Your comments in Sightings regarding the complaints from the ladies are well put, if a bit moderate. I listed an interest in last years Crew List for racing/cruising ladies with a bikini, good attitude, experience no object. All I got were calls from my buddies asking if I was that desparate or from guys looking for a berth. While I have an ample supply of experienced pals who'll crew, there's always room for one more, especially if she's attractive and fun — fringe benefits, if any, always take care of themselves. Well, ladies, the bottom line is that Mistress, a Pearson 33, left the dock without you, got two 2nds and a 3rd in the first three starts — Corinthian Mid-Winters. Too bad, the boys are out on the buoys, the ladies are on the dock. Think it over ladies, take a chance — we're not all monsters and leachers. We all get our share of affronts in life, you have to decide whether you want to spend some effort and some ego to separate wheat from chaff, or just hang out and complain while you wait for room service. It is fear of the sea, or fear that you won't get chased around the decks?

Channing Ball
San Francisco

P.S. — Thanks for having enough fun and provocative material to elicit all that response. You may want to chop that down to wastebasket size or use the parts you like. Go for it, I enjoyed the stimulation.

Channing — We've enjoyed your various comments, and appreciate the Pusser's Drinking Manual you enclosed. We think we've got the complete Pusser's story in this issue.

□ CREW CHECKLIST

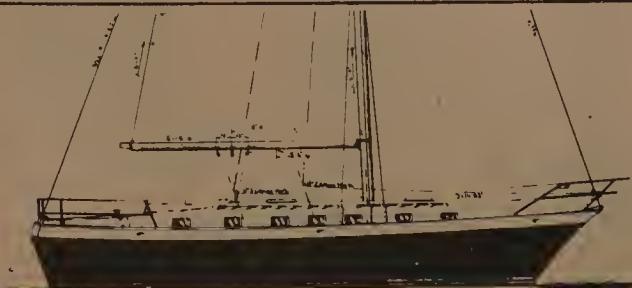
Been reading the comments in the December issue about the "Crew List". One in particular entitled "No freeloaders, flakes or winos".

For the most part people who use crew on their boats get exactly what they ask for. It's difficult to judge character at first meeting because people change when they get at sea or even out on the bay. You definately need a check list of sorts. A rather comprehensive one as it's better to line out a question rather than not ask it at all.

I am in the process now of formulating such an animal and would be happy to colabotate with boat owners and crew alike on this important issue. I am planning on leaving this spring for an extended cruise and recently placed an ad in your magazine for same. It drew one call from the S.F. area, but the lass had more than enough

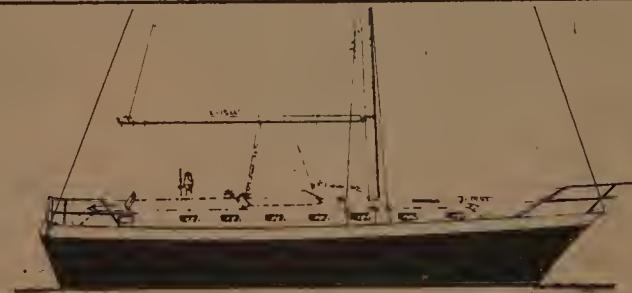


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Specifications & prices are subject to change without notice. Pictures may show optional equipment.

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Columbia 43	55,000	Cal 31	\$ 2,000
Spencer 42	85,000/b.o.	Cal 30	21,950
Morgan 41	105,000	Islander 29	22,000
Challenger 40	95,000	Hawkfarm	27,000
Cal Corinthian 39	98,500	Lancer 28	3 from 16,500
Morgan 38	3 from 80,000	Excalibur 26	2 from 9,500
DownEast 38	75,000	Cal 2-25	24,000
Freeport 36	95,000	Ranger 23	13,500
Peterson 34	65,000	Santana 22	2 from 5,500
Cal 34	3 from 39,000	Cal 20	5,750
Tartan Ten	31,000	POWER	
Ranger 33	3 from 43,500	Trawler 49'	169,000
		Gulfstar 44	179,000

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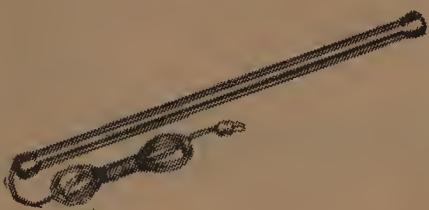
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LETTERS

qualifications — attractive, intelligence, professional background, expert sailor. Whether or not we will in fact "do it" remains to be seen however.

My ad did what I hoped it would (lucked out maybe), eliminated the point A to point B hoppers. (Walrus & Otter.)

The sea and its environment deserve to be used for what it has to offer as well as a medium of transportation.

If you'll print this I'll do what I can to coordinate the analysis for the types of sailing requirements.

Bill Robertson

35252 Del Obispo St., Dana Point, CA 92629

If anyone would like to collaborate with Bill on such a list, you may phone him at (714) 496-0523. We'd like to view the animal after it's been housebroken.

□ CLIPPER COLLECTOR

In your January '82 issue in the "Sightings" section, you showed a picture of a poster for the Pan Am Clipper Cup. I am somewhat of a sailing picture and poster collector and I am very interested in getting my hands on this one. I was wondering if you could tell me where I could pick one up. I would be very grateful if you would. Thanks!

Neil Meister
Greenbrae

Neil — Phil Uhl took the shot for the poster, which you can get by writing the Waikiki Yacht Club, 1599 Ala Moana Boulevard, Honolulu, HI 96814.

□ NICKNAMES

In response to your nicknames contest . . .

"Where the poop hits the bay . . . in Redwood City, CA."

Hello from
"Poop Lagoon"

Hello — Doesn't anyone have nice nicknames like Laguna Beach, 'where the mountains meet the sea'?

□ SECOND PLACE

Scott Owens, current helm of Jerome the Unknown, always calls Alameda "that island anchored off the coast of Oakland", but anyone who's ever tried to sail around it knows that it's nearly a peninsula.

Thanks for what you're doing over there in Saucy-Lido, we all enjoy your publication.

Chris Benedict
Alameda

Chris — You'd have won our contest if you weren't a couple of pages behind Karin Hughes. We thought you dinghy sailors were quicker than that.

□ SPIRITED SUBJECT

Subject: Pusser's Rum, Volume 55, January '82, page 49, Sightings. Your last sentence has the answer — the British found it was costing them a fortune for the rum; so now they drink the cheaper gins and scotches, 300 years notwithstanding.

Undecipherable name
Santa Clara

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LETTERS

Santa Clara — That's a plausible explanation, however it isn't exactly the case. In fact, the British Navy still spends the amount of money they would have had to spend on rum, but it goes to a Veteran's Fund called the Tot Fund.

For the complete Pusser's story, see the big article in this issue.

SAME JOB BY A DIFFERENT NAME

Re: Ted Weston response to Offensive and Inappropriate: Latitude 38 Letters, Volume 55, January '82, page 29.

Mr. Weston is very correct in objecting to that archaic term.

In Alameda, and other civilized parts of the English language, the appropriate job description title is "boat lackey". Experience in Alameda has shown that such individuals perform very satisfactorily on a ration of 2 Fosters' lagers per day.

Drawing on Webbs' Yachtsman's Eight Language Dictionary, 2nd Ed., for other nautical climes suggests that such individuals might also be found among either equipage, Bestazung, bermanning, mandskab, equipaggio, tripulacion, tripulaco or focquier, Vorschot-mann, dekhulp, forgast, mozzo, tripulante de cubierta de proa, tripulante que faz a manobra a proa.

Dick Heckman
Castro Valley

Dick — Dropping 'boat nigger' in favor of 'boat focquier' would be like jumping from the frying pan into the flames. While we applaud your efforts, we think the best alternative we've heard comes from the next letter.

HONKY LIVES DANGEROUSLY

I submit the term "boat a rican" a term of respect as should be "boat nigger"; but no white boy better use it! How about BMW (boat maintenance worker?) That would be okay in marine Marin county if one got paid in Coke.

Laurence Berlin
San Francisco

Laurence — Careful, or you'll get yourself in a lot of trouble. It's interesting you bring up respect in reference to the term 'boat nigger' because that's the way all the white 'boat niggers' referred to themselves.

But the term has still got to go, and although you may have been fooling, we think 'B.M.W.' is the perfect substitute. Too bad we didn't have a contest about it because you would have won. But we really like that, and henceforth will always use it in place of the term we used to. We imagine the B.M.W.'s will like it, even those in San Francisco who apparently get paid with Pepsi instead of Coke. Poor bastards.

GROWL

A million thanks for all the good coverage of the Bear Class on the occasion of the 50th anniversary.

It is not easy to keep an old wood boat class and organization intact. Help and encouragement such as yours is most important and deeply appreciated.

Scott Cauchois
Bear 20

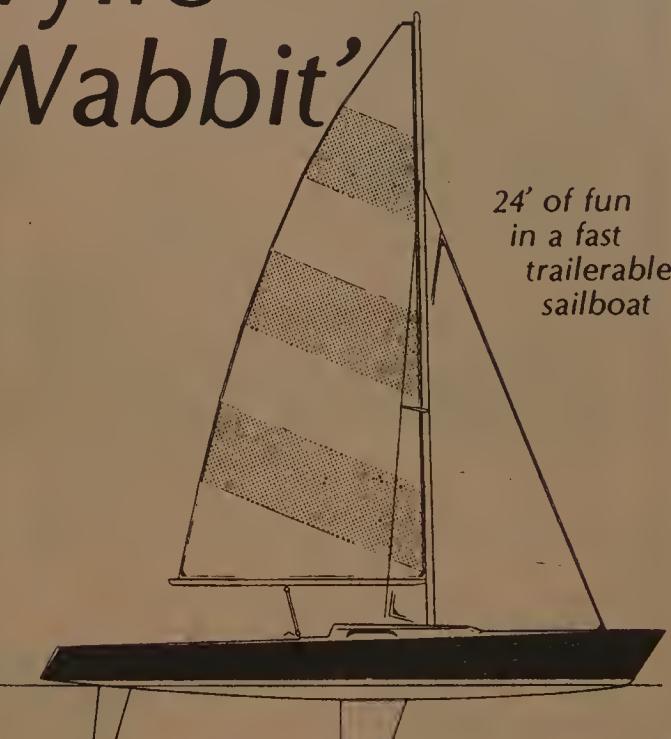
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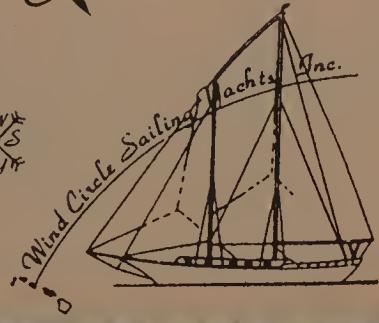
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34' Cal 3-34 Sloop '78.....	2 From 49,000
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COMING SOON! The Golden Wave 38

Designed by Dave Pedrick and available for delivery in the fall of 1982.

Selling your boat? List your boat with us — we get results!

LETTERS

handsome boats on the bay. We sure do.

□ THE VALLEY LIMITED

Coming from (Sac-atomatoes), better than (River City), we have limited sailing.

Having the Delta and bay near helps, but I and many sailors need good launching facilities.

So here's my idea in the interest of River, Delta and Bay sailors. I will collect and make a list of launching ramps and slings around and give it to (38).

I would like readers to send information to me as to place, type of launch, price, security, etc.

John S. Appleton
Sacramento

John — We think compiling a list of launching sites and slings is a terrific idea, but are you sure you want to go to all the time and expense of compiling it? It could be a pretty big job. If you've no objections we'll do the work for you, and publish the results in the April issue — right about the time all you trailering folks start putting air in your tires.

□ REGARDING YACHT GHOST II

I am writing to you, on behalf of the Panama Canal Commission, regarding the article on the unfortunate accident involving the yacht Ghost II in the Panama Canal, which appeared in a recent edition of *Latitude 38*. The article conveyed the impression that the agency's attitude toward the incident, and the persons involved, was one of callous indifference, at best. Nothing could be further from the truth.

Any transit of the Panama Canal involves some measure of risk, particularly for smaller vessels. We are proud of our safety record, however, and deeply regret this accident. Rather than ignoring the unfortunate plight of the owner and crew, as the article implies, Commission authorities took steps following the accident to safeguard personal property salvaged from the yacht, and to arrange for food and shelter to be provided to the persons involved.

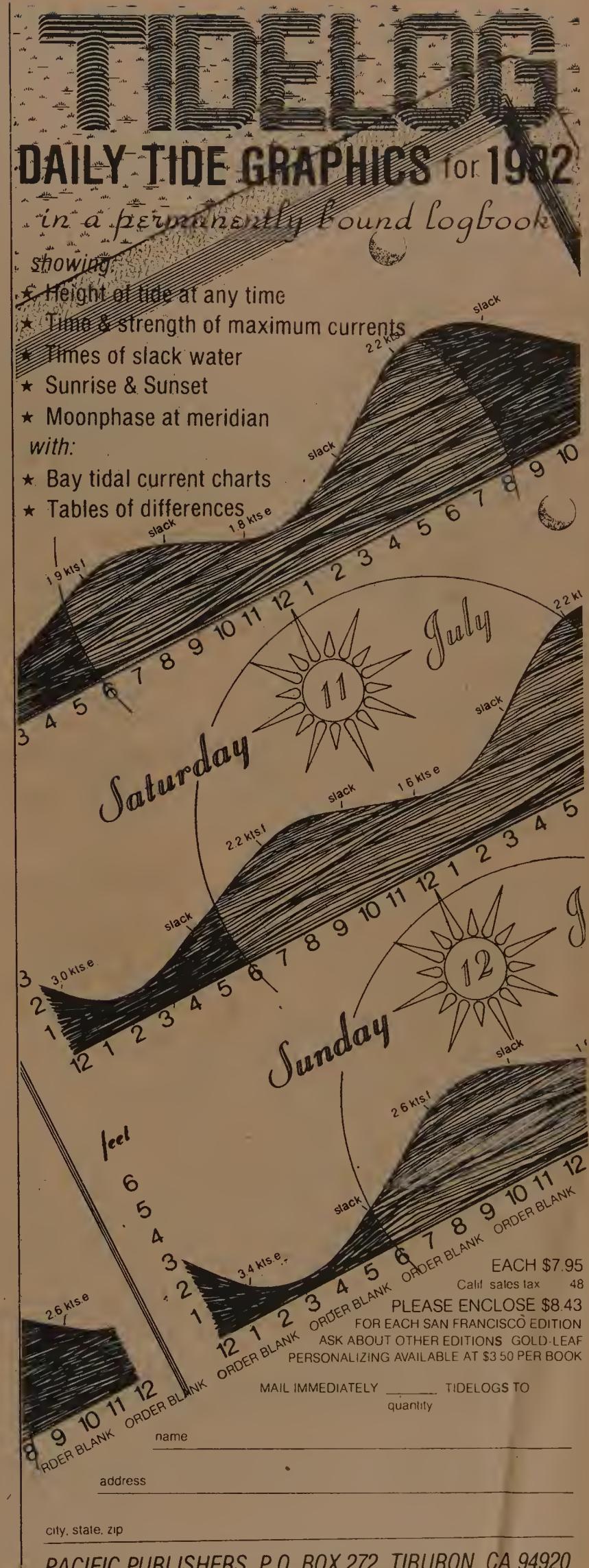
The author of the article also suggested that the future assumption, by the Republic of Panama, of sole responsibility for the operation of the Canal will complicate the adjustment of the claims arising out of this accident. In addition, it was implied that the Commission would make it difficult for the owner and crew members to recover for their losses, in order to discourage future transits and claims by persons aboard pleasure yachts. Neither implication has any basis in fact. The waterway will continue to be managed, operated and maintained by the United States until the end of the century. There thus will be no change in operational responsibility for the Canal which could in any way affect settlement of the Ghost II claims. Finally, the Panama Canal Commission does not and will not discriminate against small vessels, or any other users of the waterway.

G. T. Hull
Marine Director, Panama Canal Commission
Miami, Florida

□ DEAR NICKNAMES

Santa Cruz by any other name is still a beautiful place, we think, but since the storm we've been calling it — Santa Cruz where the debris meets the sea.

It's the companion piece to Del Mar — Del Mar where the turf meets the surf.





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- **Stuart Johnstone** was U.S. Collegiate Sailor of the Year and is Varsity Dinghy Coach at the U.S. Coast Guard Academy.
- **Jeff Johnstone** taught racing for 5 years, sailed and raced the J/24 since its maiden voyage, and is an active inter-collegiate sailor.

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LETTERS

Susan Flatow
Santa Cruz

□ PERRY FEELING SECURE

I looked forward to reviewing the entries of your design contest with great anticipation. After all, by naming me specifically, and making my work the target of your competition, you did more than arouse my curiosity.

The January issue satisfied my curiosity and by thoroughly studying each entry, I can say with certainty that if this was a "run for the money", I feel pretty secure. I was surprised by the diversity of the designs, even to the degree of that two of the 40'ers were almost 43-ft. long and displacements ranged from 46,000 lbs. to 10,000 lbs., and the designs go from near IOR types to something that we can assume will have less than "sparkling" performance.

While I can easily recognize the merits of most of the designs, my own solution to this problem would be more in line with Jim Donovan's design. Based on distribution of interior volume, I think this boat is easily long enough to hang up on the backstay in an out-of-control jibe. I guess it's just the design reviewer coming out in me. I would also prefer to see a standard steering pedestal arrangement. But, the boat is the best looking of the group, while embodying the concepts that I think make a good cruising yacht. I vote for Donovan, but I'm still not threatened.

Robert H. Perry
Seattle, Washington

Bob — It's true, there was a tremendous range in the displacements and lengths entered. But you know how Californians, who read bumper stickers that say "Question Authority" take it to heart by making up their own rules. What can you do, it might as well be Italy.

Actually, much of it was our fault. We didn't announce competition early enough to give everyone time to continue their money-making projects and complete something of a speculative nature. So not all of the designs are the entrants latest work.

But what the hell, these designers got a little exposure, and we've lots of ideas on how to improve the feature for next year. Onward and upward, we'll rattle your complacency next year.

□ HELP OUR PUSSER'S

Ref your enquiry in 'Sightings' (January), I am sure you will receive an erudite and authoritative discourse from a salty R.N. (Ret.), but case not, I am fairly certain that the facts are thus:

In 1970 their Lordships of the Admiralty saw fit to discontinue the rum ration to the Royal Navy — reasons of economy, inappropriate antiquated image in a modern Navy, minimizing drunkenness and such wholesome balderdash were advanced. Centuries of tradition went overboard overnight, together with Messrs. Pusser's supply contract.

I seem to recall that the existing stock was put up for sale by public tender — with the proviso that it could not be bottled and sold to the public (the Proof was astronomical, I think the dilution ratio was 7:1 for the rum ration). Some likely lad picked the whole lot up for next to nothing, barrels and barrels of it. I always wondered what he did with it (Part II of the Great Pusser's Quiz??), but I wish I could have attended the party.

Lee Turner
Corte Madera



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in 1983.

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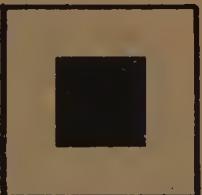
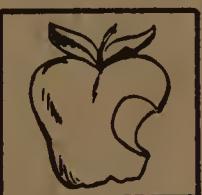
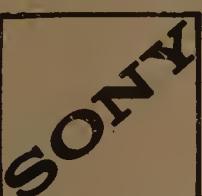
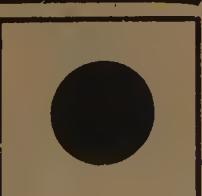
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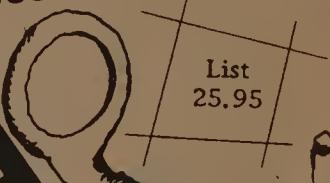
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LETTERS

P.S. Your British Naval battles had me puzzled, until I realized that your typing is every bit as good as mine! The first 'd' in Ordordness should have been an 'f' and the Glorius First of June in 1794 was no doubt a real socko affair involving Admirals Tom Thumb and Errol "Punchy" Flynn; anyone could be excused 'Trafalgar' and \$914 seems fair market value for the Falkland Islands!

Lee — We've got the whole Pusser's story here in this issue. As for the typos, we'd sent our proofreader to find some Pusser's. She couldn't find any, but "tasted all the others to see if they were any good." Obviously they were.

□ A LITTLE BIT ABOUT EVERYTHING

Dear high caliber journalists,

Thanx again for your lovely rag. (Sound of beer can opening.) Lots of talk about lots of beer.

1st. Open message to lady crew people. I am a young (28) semi-pro crew. (I occasionally get paid what I've been promised.) In the course of 16 years of crewing, I have: Been seduced by owners wives, had 1 fractured skull, 4 broken ribs, 1 right fifth metacarpal and thousands of boat bits; sailed east coast, west coast, Caribbean, English Channel, Irish Sea, Baltic, been stranded in San Diego, Newport, R.I., St. Maarten, London, Cork; sometimes sailed, sometimes not (U.S. sails are nicer) and loved every (other) minute of it. I consider that a great bargain. (I do commiserate with the woman who wouldn't sail on a Wetsnail, 2 days on one left me worse off than Big Boat + 2 weeks practice.

2nd. S.F. 40 Contest. As I am currently a licensed yacht broker/salesman, I will make some comments. 1st place goes to Donovan and Luengen. Innovative designs with good sale-ability, should be produced by Lancer or Hinkley. 2nd place split between Wylie & Smith. Smith's boat will be IOR roly-poly D.D.W. but excellent for coming out of the Panama Canal. In either direction at approximately \$10.00/pound, both boats are much less expensive than Donovan/Luengen/Mancebo efforts. Wylie's boat seems excessively deep, while quite narrow. I have found this layout to be wonderful in the Santana 35, and expect it will be even better in this size. Have these guys heard about scheel keels (more wetted surface, less draft, still high-lift)?? Richard Black's design I cannot comment on, except to say that Jerry Milgram's "Cascade" was the best 40' cruiser racer of her day (aesthetics aside). Schumacher, Kinch, Baily & Antrim have chosen to enter vessels which are not substantially different from existing production boats, so I will not comment except to say that Carl is capable of much better for the discriminating buyer. Hope this helps.

3rd. Enclosed please find my entry for the Crew List. I provisioned the 36-ft. Holland/Southers 1 ton which won Class II or III in the '77 Fastnet which went eight days with beer leftover. I would really like a paid position on a vessel which I can turn into a showpiece for my skills.

Thanx again, and a tip of the hat to Ed Page for his story on (UN) Common Sensse.

Dan Padgett

□ ISLANDER 30 MARK II OWNERS

Two years ago, after having been on a sailboat about 25 times in my entire life, I decided to try racing just to see what it was like. My wife and I along with another couple had only recently bought an

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Yes, Bruce and Sandy are finally, seriously offering their treasured STAR OF CORINTH for sale. This impeccably capable Freya 39' has provided the owners with much sailing pleasure, most recently including a passage from San Francisco to St. Augustine, Florida via the Panama Canal. The STAR is Hull #14 from the molds of Jim Gannon's Yacht Builders of California. She was 'race-rigged' for short handed efficiency and sports eleven Barient winches, a Barient back-stay adjuster, reaching strut and a Barient pole-lift on the Mast. Complete sail inventory includes 3/4oz. 100% Tri-radial spinnaker with SALLY (the two of us flew it many times). Extensive electronics include a powerful Ham Radio plus a

Wesmar SS-90 Scanning Sonar. Belowdecks, her teak accoutrements provide the desired visual warmth expected of thoughtful design. A partial list of her fitout follows: Grunnert refrig-freezer, Espar Turbine forced air heating system, Loran C, MSD, Keefe Anchor windlass, all chain rode, 3 anchors, Autopilot, Windvane, Propane cooking stove, spray curtains and dodger, 80 gal. diesel tank, 132 gal. water, electric and manual water systems, in-port deck canopy, underway cockpit canopy, trolling and wind generator, etc., etc.. You can own for \$125,000. Feature story in Feb.'80 Latitude 38. Contact Bruce Graham, P.O. Box 3006, St. Augustine, Fl. 32084 or Phone (904) 824-9900.

LETTERS

Islander 30 Mark II. The four of us were having a ball exploring the various parts of the bay and local coastline. We were not experienced sailors, but we knew the basic rules of the road and were slowly getting better.

Being those who particularly enjoy sailing for its escape from the everyday stresses and strains of living in modern times, we had dubious expectations of what we had envisioned racing to be. We approached our first B class race with excitement and the shear fear of crashing \$30,000 worth of fiberglass into another boat. With this in mind, we made a pact that for the first several races starting well behind the leaders would, though cowardly, be a safe maneuver. Guess what, we lost but had a great time. Something however had changed. There pumped through our veins a different kind of blood. To those skeptics who doubt that such a change could occur after just one race, I can only add that while I can give this sensation no further description, I swear to you that it is real and it is fun. Let me assure you that you have the same blood in your body. Let it flow in your veins just once and you will cherish the added dimension to your life.

Incidentally, we discovered that finishing other than dead last in a few races was even more fun. That we were able to finish ahead of a couple of boats on several races suggests that B class racing is a far cry from the hard core nature of A class. In fact, with just a plain old boat, a jib and a main you are 98% of the way towards qualifying for your first race.

In keeping with the "hang loose" attitude of our B class, we will give to any and all Islander 30 Mark II sailors a free subscription to our class newsletter '*Helms A Lee*' for letting us know you are out there and listening. Write (preferred) or phone me as soon as possible so that you will not miss out on some news that could be of interest to you. We offer group discounts on sails and other equipment, so even the "dyed in the wool" cruising skipper will do himself a favor by contacting me. Looking forward to hearing from you.

Martin Hennerling
937 Middle Avenue
Menlo Park, CA 94025
(415) 328-8983

Readers — The racing Martin is referring to is done under the auspices of the One-Design Class Association (ODCA) of the Yacht Racing Association (YRA), where Islander 30 MK II's not only race as a one-design class, but are also split up into classes 1, allowing all sails including spinnaker, and 2, which allow only working sails.

For further information on the Islander 30's, write Martin at his address. For further information on YRA racing of any sort, call Kitty or Debbie at the YRA, (415) 771-9500.

ACES WILD

The article on Gini Gatejen's \$100,000 Clipper Cup campaign was of great interest to me, since my plans for the 1982 Clipper Cup include paying the owner of the boat I'm crewing on for my share of food, fuel, insurance, entry fees, etc. Now I read that if I play my cards right, I can find someone who will give me \$100,000 to really do it up right, and I don't even have to pay my own airfare or accommodations. Such a deal!!

I've sailed three Hawaii to West Coast deliveries, a Victoria-Maui race, a TransFrac, a Clipper Cup, and an assortment of local races, so I consider myself competent, but certainly nothing special. I'm blown away by the idea that somebody who had just taken up sailing four years previous was disgusted because her only compensation for

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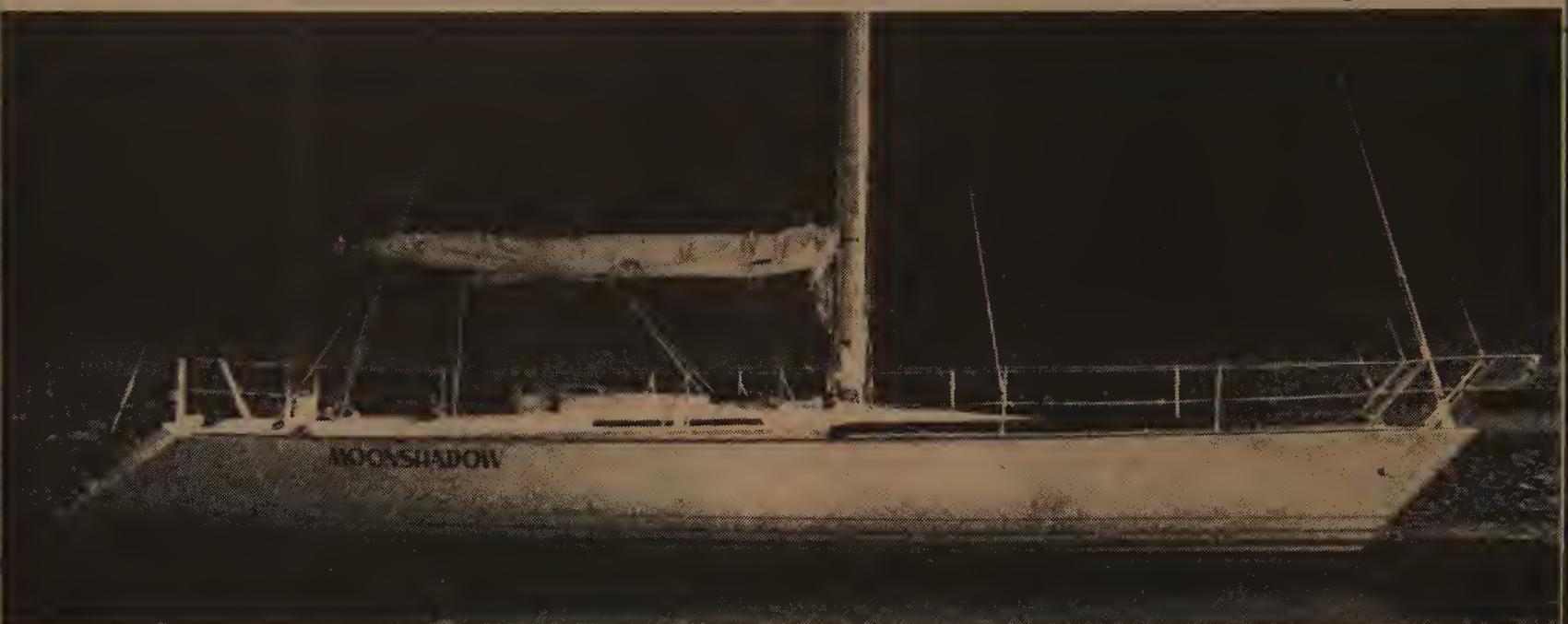
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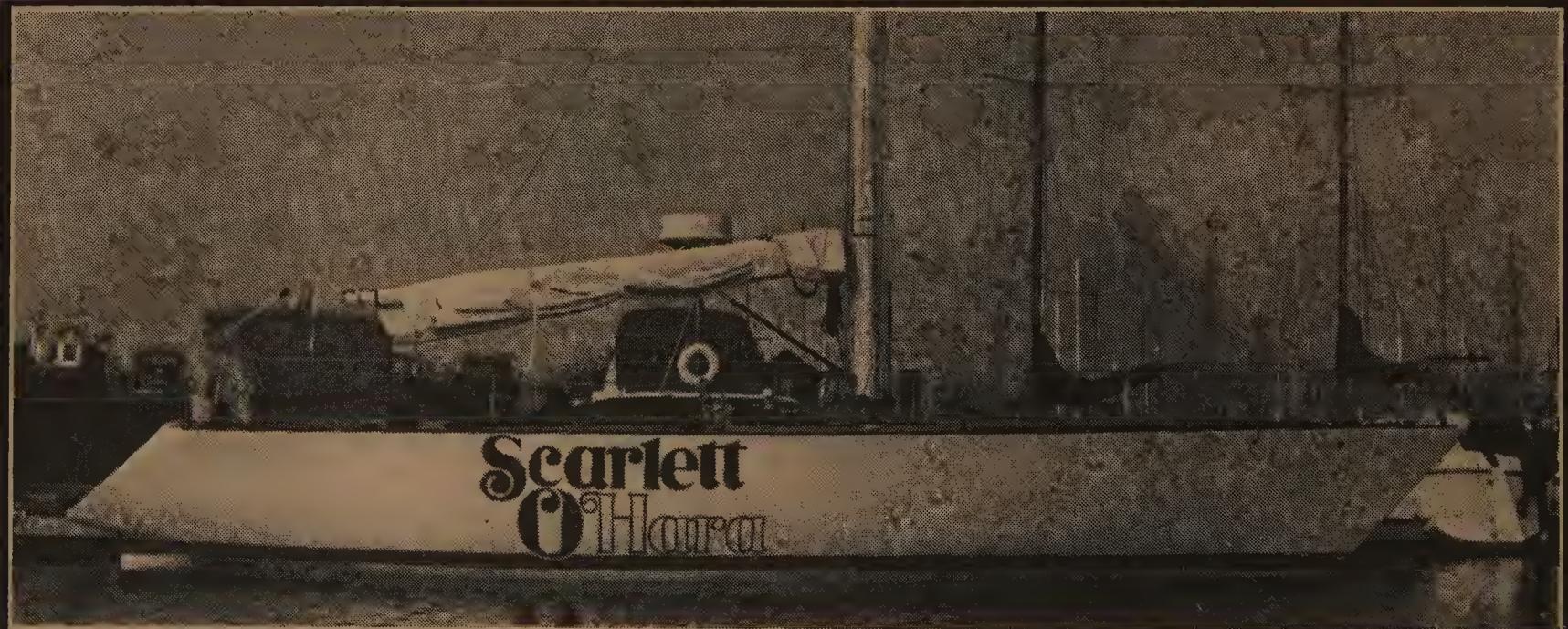
Serendipity 43

the boat with the dual personality



"Moonshadow": Built as a performance cruising boat and sailed by Lowell North in the 1981 Big Boat Series, she was one of six Serendipity 43's entered in the Keefe-Kilborn class. "Moonshadow" is now on her way to the British Virgin Islands to enter charter service.

COMING SOON: THE SERENDIPITY 41



"Scarlett O'Hara": Skippered by Tom Blackaller, she is a leading contender for overall honors in the 1982 Southern Ocean Racing Circuit. She is one of six Serendipity 43's entered in this year's S.O.R.C.

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LETTERS

crewing on a delivery was return airfare. (I paid my own airfare and food on my deliveries.) I'm totally amazed that after five years' experience she wants a sponsor to cough up 100 grand so she and her friends can go sailing in style. And she won't do it for a penny less!

I wish her luck, and maybe we'll cross tacks off Diamond Head. If she doesn't make her \$100,000 goal, I hope some of her would-be sponsors will send some of their money our way. We'll even accept less than the 50 or 75 thousand that Ms. Gatejen would turn up her nose at. Anyone wishing to contribute 50 cents or a dollar to our Clipper Cup effort can send it to 7349 12th NW, Seattle, WA 98177. A 43-page brochure will not be available for your inspection, but you'll be welcome to look through a stack of old sailing magazines.

Al Johnson
Seattle, WA

□ NO SWEAT

Enclosed, please find a filled-out application for "I Am Looking for Cruising Crew."

I can understand that this service is "tightly structured" (at this point in time), and I followed your instructions to the letter. However, there are "some of us cruisers" who find a Post Office Box a lot more convenient for receiving replies than a telephone. I only mention this for your consideration.

I would like to thank you for the opportunity, to perhaps "line up on a crew", (for some high level cruising).

I enjoy *Latitude 38*, and enjoy your fine writers.

Harry Arnold
Santa Clara

Harry — We can handle P.O.'s instead of phone numbers, no problemo.

□ WE WUZ ROBBED

In response to your recent concern over increasing boat and equipment theft, I would like first to support all efforts *Latitude 38* is making to curb this unfortunate fact of life. Second, I would like to tell you a story and perhaps offer a suggestion.

After a friend's Ericson 25 was burglarized last summer, we all started taking a very serious look around at harbor security. It's no joke to be suddenly faced with replacing the missing Evinrude 9.9, the VHF, the depthsounder, foul weather gear, life jackets, and the Sony portable tape deck.

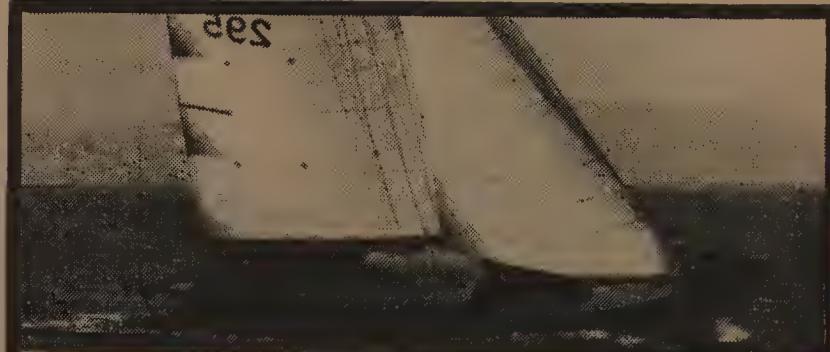
Then there's the stuff you can't replace — like three months of previously planned sailing trips.

My friend's boat was berthed at Basin 3 in the Clipper Yacht Harbor. There is essentially no security at this harbor. And it isn't the only one lacking in security around Marin County. There aren't any gates, for instance, at several other local harbors. (Not that gates could really deter a determined thief. I'm sure all of us have at one time or another waited for someone with a key to show up at a gate we wanted to get into.)

Furthermore, when it comes down to it, virtually nothing is stopping a thief from coming up with an electric trolling motor in a hard-bottomed boat with a pair of bolt cutters capable of snipping your outside padlocks right off.

That's the story. Now for the suggestion.

It came to my friends and myself that a good, loud, durable marine alarm system would provide an excellent deterrent to theft on the



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40' **Panda cutter, *BABA*.** This Robert Perry design is fast becoming a cruising classic known for her beauty and speed in a full keel design. Perhaps the finest Panda built, she is very well equipped and comes with a one year new boat warranty. She is priced well below replacement. \$135,000

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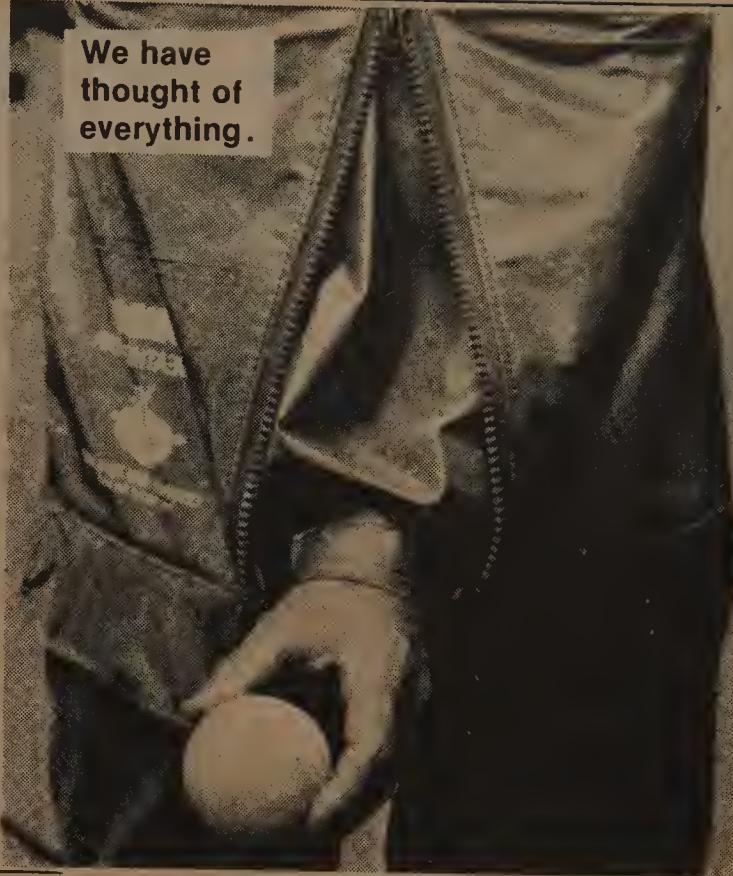


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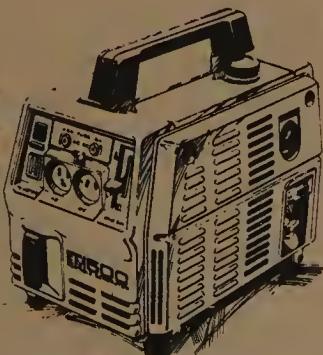


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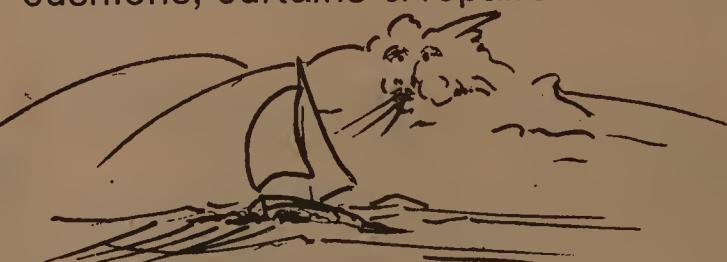
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LETTERS

docks or from the water. We went around to all the marine retail stores in the county, and to our dismay we couldn't find what we wanted at a price we wanted to afford.

The only thing left to do was to build our own alarm system — which we have done successfully. We are beginning to market the system, "Boat Alert", locally, and we sincerely believe we have come upon a device which will work at a very affordable price. It is also self-installable.

So there you have it — from disaster to success story. Hopefully our success can aid in preventing other boat owners from experiencing similar disasters. Believe me, no one will break in one of my boats with our 90 decibels of a 3-alarm siren piercing his ears!

Jane Rogan
Maritech Industries

WHERE ARE THEY NOW?

I have enjoyed your publication immensely.

Ford & Diana Waterstrat
Seattle, WA

P.S. — I don't know where Bill Collins is, but I have the boat he fell off of in the first Singlehanded TransPac.

Ford & Diana — Funny thing, we haven't heard from Bill Collins in years until we just got a letter from our friend Warren Stryker on the *Bounty II Dulcinea* in Panama who writes:

"Bill Collins and I had the Costa Rican National Dinghy Championship at Hacienda Nicoyama just the day before he split for Panama. He killed me. He has some little thing that beats the shit out of my *El Toro*. Boy was I surprised! After all of the practice I get in that thing."

We're certain this is the same Bill Collins who sailed in the Singlehanded TransPac.

WE READ YOU CLEAR NOW

Well my 'i's must not have been dotted, or my commas must have been misplaced, because there is nothing wrong with Mexico. You asked for reports on Crew List people & I was attempting to tell you that it was TERRIFIC being on your Crew List. The boats were good; the guys were great . . . except Mexico. I didn't fly there to get a crew position; I had one when I left S.F. It was just the particular "cruise" I chose that was the problema. Hysterically funny story, if only I could laugh.

Oh, well, I'll try again:

Mercedes See
San Rafael

RE: WHAT DO WOMEN WANT?

A great article! For a while I thought I was the only one turned-off by so many self-proclaimed experts of the seaways. I've been anxious to meet, and get to know, a woman who wants to actively crew aboard my boat, and perhaps even become a friend. But sailing and compatibility must come first, and I guess my first criteria is integrity. I've no time for those who feel they're doing me a favor by sharing my boat for a day, while they go about name-dropping the boats they've been on and the fancy sails and hardware they've memorized (and usually have never used). While in Hawaii I advertised for a crew to help sail my boat to S.F. A couple answered my ad, looked at my 36' sloop favorably, and said "YES". We planned to shop for food for the trip in a couple of days. We were committed — I

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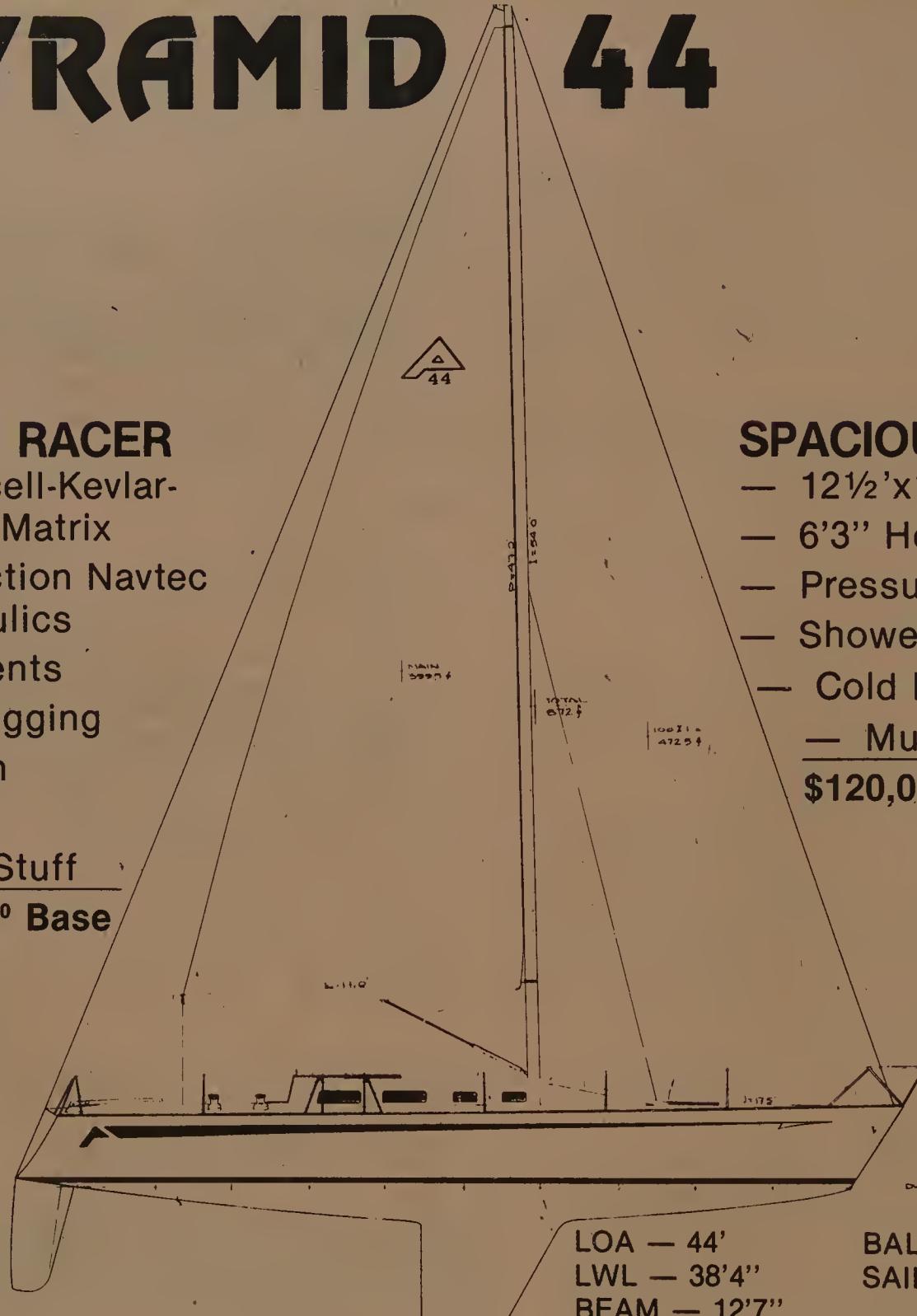
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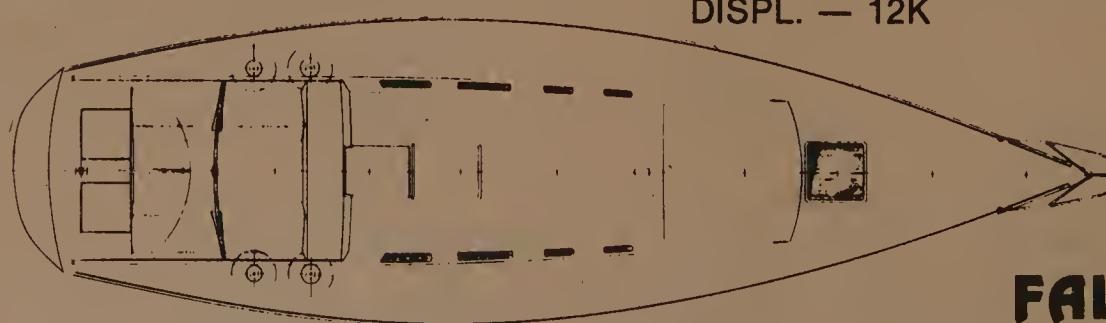
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LETTERS

thought. On shopping day they suddenly remembered a prior commitment to crew back to S.F. on a 50' TransPac boat. They could hardly look me in the eye. I was glad they cancelled-out, but the inconvenience and BS I could surely have done without.

Last Fall I answered a few ads by women looking to day-sail or cruise. I'm planning a 14-month trip to the Pacific and Japan, so I thought it would be a good way to locate a sailing companion and crew.

Well, so far it's been a bust. Bad enough that the ads tend to be a heavy sales pitch, and are frequently pretentious, but I've met only one lady who implied a sense of commitment to anything beyond her own welfare and enjoyment. One whose ad read "navigator" had only taken a course in it and had never applied it. One raised her eyebrows at my gasoline engine (quite unsafe), yet loved to cook on the propane galley stove. Another couldn't quite understand downwind sailing without a spinnaker. And most could not commit themselves to a meeting date unless I called them the day before!

It was just like high school days — early 50's, but the fickle issues were no longer clothes, cars, and football heroes. Though all the women have been bright, self-sufficient, and more feminist than non-feminists, the age old game is still being played. They seem to think that men will do and tolerate anything for the pleasure of having a lady aboard, and I guess some men will. But I feel a bit used.

Here I am with a mammoth investment of time and money into a vintage wooden boat, and I'm willing to share it, and my time, with anyone who seems honest and personable. Lord knows I can (and usually do) singlehanded it. So why should people like me have to deal with those whose object it is to get aboard the best boats (go for the gold), in any way they can? I consider myself a relatively seasoned sailor, yet with many things left to learn and experience. I feel lucky to have been able to share the knowledge of others, and couldn't imagine passing myself off as knowing more than I do. I've learned by asking questions, being able to listen, and being more humble than assuming; then doing it.

But there must be reasons for the many would-be sailors. Much of it might simply be ignorance of what it is that they lack. A little bit of knowledge can be dangerous, especially when you think you know all there is to know, and especially when you're relied upon in critical situations. Many novice sailors may have simply learned from incompetent teachers, or ones who've let them *think* they're more seaworthy than they really are. It reminds me of some "new" boat owners who learned to reef-in and heave-to over a couple of beers, but never really did it, or were even sure of when to do it. But they were sure they "knew it".

Yet none of this explanation gets to the heart of the type of person we find most offensive. That's the one who knows his own short suit in knowledge, experience, or talent, and yet is pushy enough to impose upon others however he must in order to get what he's after. "The Great Imposters". They're the pits!

In any event, what few of these "would-be" sailors realize is that they're pretty easy to see through for those who care to look. And too, most any captain will rest more easily with a crew that knows its limitations, but is eager to learn, than one who is outspoken, but not tried. As for me, I've not given up on finding a compatible lady crew member, but I am a whole lot less optimistic than I used to be. Sailing is such a natural and beautiful thing, I just can't see compromising it with phonies and opportunists.

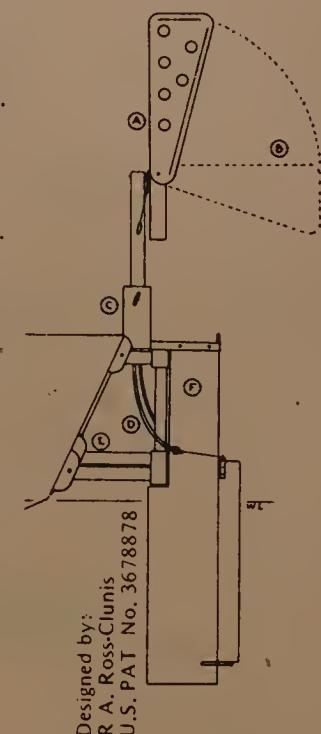
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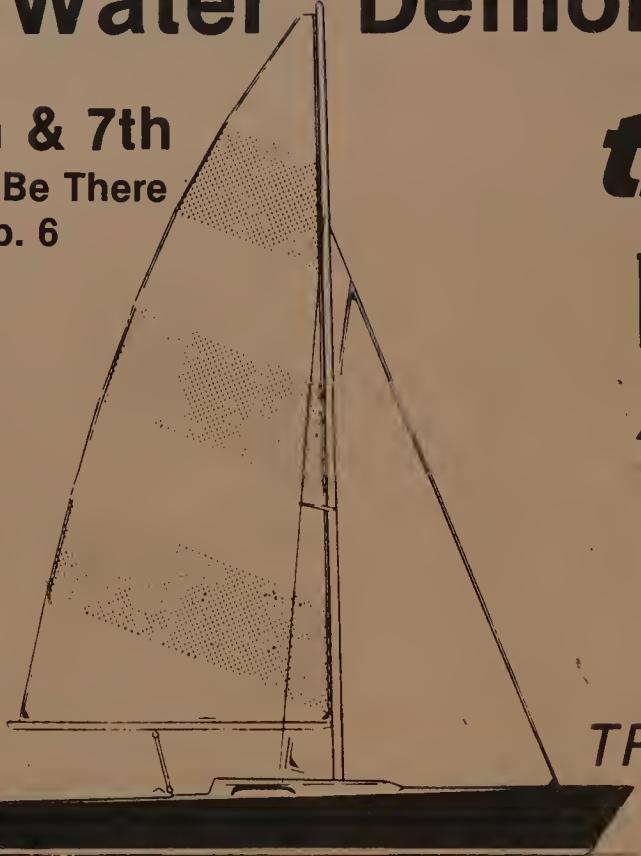
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LOOSE LIPS

Don't like the way the world is? Then change it.

Englishman Bob Bell who owns two maxi ocean races named *Condor*, had a problem. His Ron Holland-designed *Condor* — that's the new one — draws a little more than 13-ft., but its berth at Falmouth Yacht Marina in England just wasn't that deep. How does a maxi owner solve a problem like that? Bob Bell chartered a dredger and made it deep enough.

Disposable boats.

According to *Seahorse* magazine, there were 31 starters in the Quarter Ton Cup held off Marseille, France, last September. In an admittedly windy series, there were 11 dismastes. There were 17 starters for the last race, but only 3 finishers. That's only 10% finishing what they set out to finish.

There are those who say our editorial integrity isn't all that it could be (e.g. the poodle shoot and bar-be-que), but we'd just like to point out that flagrant journalism does exist elsewhere in the sailing world. Take, for instance, the Island YC's *Bull-e-tin* newsletter, which ran this limerick in their January issue:

There was a young sailor named Hailey,
Whose manhood was in doubt almost daily.
Though his physique was best,
And he had hair on his chest,
They say he flew his burgee gaily.

Letters can be sent to: BTF Editor, 2014 Waycross Road, Fremont, CA 94538.

A little shark scare for you devotees.

There's something about sharks that makes people love to be terrified by them. Now certainly sharks occasionally do damage, such as the unfortunate fatal attack on the surfer in Monterey Bay just two months ago. But if the truth be known, sharks create a disproportionate amount of fear for the damage they do. Bees and snakes, for example, cause more deaths each year than sharks.

But if you want to be scared by sharks, and particularly if you are a dinghy sailor on the bay, we've got the place for you. It's right in front of Alcatraz. That's where, according to the *Examiner*'s outdoor columnist, Tom Stienstra, four sharks, each over 9-ft. long and weighing over 300-lbs., were caught during a single week in December. And not only that, he reports that a single party boat has caught more than 50 such sharks in just two months, a party boat that mostly goes out on weekends only.

Now the bay is full of all kinds of sharks, but apparently the biggest ones lurk in "Shark Hole", which Steinstra describes as a "90-ft. pothole west of Alcatraz." So some of you folks may now commence shaking. And thinking twice about dumping your Laser in front of Alcatraz. Or searching for jaws snapping for your trapeze.

But if we've got you hot, honesty requires that we let you back down. There have been no reported shark attacks in the bay. Yet.

Does the wind blow hard off Point Conception?

Yes it does, but apparently it's news to the United States Air Force.

According to an Associated Press story, the Air Force and the Army Corps of Engineers are looking for a contractor that has the capability to build a \$40 million "weather shelter" for the space shuttle launch pad due to be completed at Vandenberg in the mid-80's. Vandenberg is right on the coast between Pt. Arguello and Pt. Con-

LOOSE LIPS

ception, about 40-miles north of Santa Barbara.

According to a base spokesman, there are often "stiff sea breezes that range up to 35-miles an hour." That's a report many a sailor could verify. Such winds could apparently make loading the shuttle and the attachment of boosters and fuel tanks difficult.

According to the Vandenberg spokesman, "there has been a growing realization that something like this was needed." Since the wind has been whipping around Conception for hundreds of years, you can't help wonder why there hadn't been a "sudden realization" at the very outset. It's the kind of thing that causes you to question the competence of the military.

In case you were thinking of sailing that way.

The Coast Guard issued "Special Warning #56" which reads as follows: "Lebanon: Mariners are advised to exercise caution within the ports and waters of Lebanon. Recent incidents of sniper fire and shellings have been reported. Tension continues in the vicinity of the Lebanon-Israeli border."

Kind of makes us wonder what the first 55 'Special Warnings' were all about.

"Most commonly, designers say, executive art, even at the very top, consists of boat and fishing scenes and horse prints."

From Mary Bralove's article on 'Office Status',
in the 1/15/82 *Wall Street Journal*.

An "exceptional act of rescue".

Joe Knowles, the ham radio operator who helped coordinate the rescue of an entrant in last summer's S.F. to Japan singlehanded race, has received the Pacific Inter-Club Yacht Association's Meritorious Service Award. Joe, a member of the San Francisco YC and part of the race committee for the TransPac, received the award for his "exceptional act of rescue and aid in the saving of a life . . . in the age-old tradition of the sea."

As part of his involvement in the race, Joe was monitoring the transmissions of the 12 entrants in the race. On June 20th, two weeks after the start, he got a Mayday signal from Tadashi Kato aboard the 33-ft. *Kazagumura*. With the help of Alameda's Harry Braun, Joe set up a three-way connection between Kato, whose boat was sinking out from under him 1,000-miles west of the Oregon border, the Coast Guard, which dispatched a plane to the area, and a commercial fishing boat which translated both English and Japanese. Within ten hours, a passing freighter plucked Kato off the deck of his foundering boat. Had Joe's radio talents not been as good as they are, Kato might not be alive today.

Uh-oh, boo boo time again.

It's time to correct the mistakes from the January issue. First, Sue Rowley wants everyone to know that she was not responsible for labeling Bill Hunter as the owner of Port Sonoma, which is how her story read on page 96. Somewhere between her manuscript and the final layout, we dropped out the words "Yacht Sales" after Port Sonoma. Sue wants everyone to know that Bill doesn't own the whole complex up there, just his boat dealership.

Secondly, on page 35, we ran a picture of two boats spinnaker reaching on the Bay with the Golden Gate Bridge in the background. What we didn't tell you was that was a postcard, and on the back was printed "Sailing in Southern California," as if that was where the pic-

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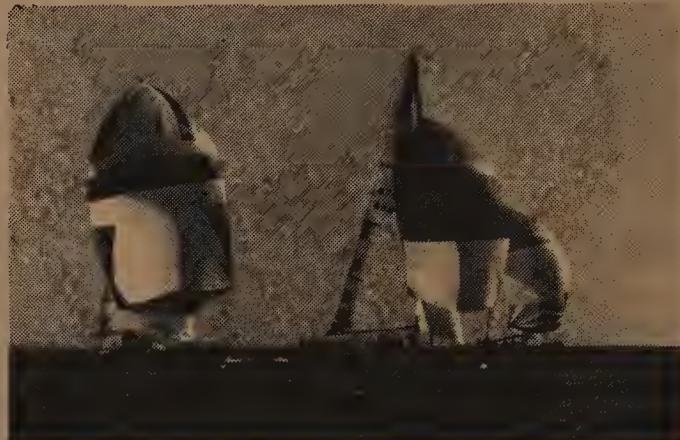
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LOOSE LIPS

ture was taken. With that in mind, the note from Sparkuhl, the limestone cowboy from San Diego, makes more sense: "Recognize this photo? Printed in anticipation of the Peripheral Canal...The sailing's the shits so as long as they are taking the H2O, why not...!"

But it doesn't stop there. As we smugly laughed at the mislabeled postcard, we identified the boats as *Ragtime* and *Kialoa III*. The laugh's on us, however, since the lead boat was really *Ballyhoo*, not *Ragtime*. Chuck says the photo is from the 1975 Big Boat Series when *Ballyhoo* kicked everybody's butt in the St. Francis Perpetual division.

In view of these oversights, we'll not be issuing the daily rum until after proofreading.

Delete that rule.

For the past couple of years, the International Yacht Racing Union (IYRU) has been dealing with the thorny issue of body kinetics -pumping, ooching and rocking - and their proper place in yacht racing. During their annual meeting last fall, the IYRU deleted the last section of the recently revised rule 60, *Means of Propulsion*. The change went into effect on Jan. 1, 1982.

Body kinetics has been a bugaboo in small boat racing for several years now. Recently it reached a similar level of uproar as the measuring fracas that plagued the 1981 SORC. Like their big boat counterparts, small boat racers are always looking for ways to stretch the rules. Since one design sailors can't screw around with hull shapes and rig plans, they've had to figure out other ways to push the rules in an attempt to get an edge.

The first group to explore the region of body kinetics were the singlehanders, especially those in the Finn and Laser classes. Some skippers became veritable artists and rocking and rolling their boats (why do you think they call them "rock stars"?), particularly in light airs. These movements increased their speed, but what they were doing no longer resembled sailing in the eyes of purists.

The new rule 60 attempts to remedy that situation. Sculling, pumping, ooching and rocking are now specifically forbidden, except for two circumstances. When rendering assistance to another yacht in distress, any necessary movements are acceptable. Also, when responding to a puff or accelerating down the face of a wave, you are allowed to trim the sail(s) rapidly three times and one sudden movement either forward or aft. There are still those who will exploit the latter condition ("Whaddya mean?! Sure you can surf down three inch waves!"), but hopefully everyone will get the message and stop messing around with the intent of the rule.

The deleted section, 60.4, said that protestors were supposed to warn the infringing yacht before bringing out the red flag. It also said that the protested yacht had to prove his/her innocence to the race committee. Since that second part sounded too much like "Guilty until found innocent" and the first part carried an implication that you could pump, ooch or rock until someone told you not to, the whole section got tossed.

Shooting for the stars.

If you're taking a celestial navigation class, you may want to check out some of your fellow classmates. Alan Franklin, who teaches a class in Washington, D.C., on "Marrying Money", recommends his students "go where the money goes: auctions, art gallery openings, classes in celestial navigation (a good place to meet yacht owners), polo matches and dog shows."

LOOSE LIPS

Franklin defines those of the "new money" crowd as people who've made it on their own. "Old money" people inherit their wealth and have built up good defense systems to keep out opportunist males or (mostly) females. (90% of Franklin's students are women.) There's also "new, new money" — rock stars and athletes — but Franklin doesn't feel they're too accessible either.

So the next time that cute lad or lass with a flair for taking sun shots offers to help you out, you might want to keep in mind that he or she may not only be interested in getting the angles of degree right. But that's okay, because you probably were hoping they'd notice you, too.

Money-match maker Franklin says it's possible to mate for both love and money. He also realizes the rich, often unlike those pursuing them, know that money isn't the answer to their problems, but as Joe E. Lewis said "rich or poor, it's nice to have lots of money."

It just so happens there's a celestial navigation class starting March 10 at Contra Costa College. O. Eugene Barton, chairman of the science and mathematics department, will teach the Wednesday evening class from 6:30 to 9:30 in San Pablo. The course runs through June 2nd. For more information, call 235-7800, extension 224.

Schocking news.

The W.D. Schock Company, manufacturers of the Santana line of boats would like all of you to know their products swept the Around-The-Island race on November 29th.

First place went to Lee Campbell, a Schock boat dealer, driving Santana hull #385, who finished in 16 hours and 30 minutes.

Second place went to Bill Williams' Santana 525, *Isa*. It was the 11th running of the Around-The-Island Race, and both Santanas fared well in the 90-miler, benefitting from the light airs that followed an unseasonal typhoon that had rumbled through three days before the start.

Right about now some of your folks are probably dying to know exactly what island the Around-The-Island race was around. We're going to let the suspense build for one Loose Lips item, but we'll give you a clue: the start was out of Apra Harbor.

The last of the Santa Anas.

We've been beating over the Santana vs. Santa Ana controversy that originally kicked up in the *San Diego Log*, and we'll end it with the opinion expressed by Jon Barr of Santanaville in a letter to the *Log*.

Barr claims he was born 73 years ago in Newport Beach and lived there for 60 years. During that time, the winds were always known as Santanas. But along in the 50's, he says, the weather service sent a young fellow to Orange County to observe the winds "from a windless room". It was he, Barr proclaims, who ignored historic and common usage and decreed them to be Santa Ana winds.

As for *Latitude 38*, we'll go with Barr and history and say to hell with the weather service. Santana winds they'll be. Barr also went on to point out that most of the devil-type winds in the world have seven letter names that include three vowels, such as: Meltemi, Chinnok, Cyclone, Tornado, Khamsin, Monsoon, Sirocco, Bagues, Typhoon, Mistral, Levante, Gregale, Sumatra, and Aliseos.

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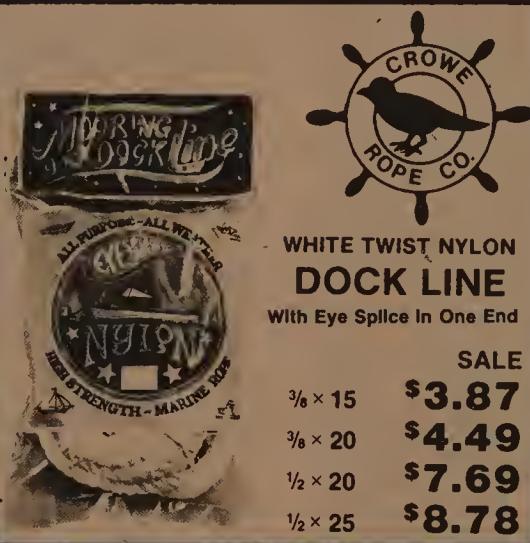
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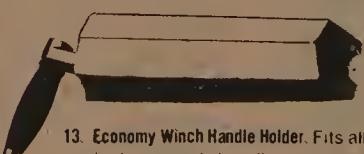
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CHANGES IN LATITUDES

Dove — Allied 33

Betty Ann Moore & Larry Rodamer

Our 'Innocents Aboard' had planned to leave Hawaii for the Marquesas on November 1, but all their headsails were stolen off their boat while it was anchored in Oahu's Keehi Lagoon [see Betty's article on Keehi in this issue.]

The theft set their schedule back a bit while they scrounged up a used headsail and staysail of the roller furling genre. By that time it was Christmas and they decided to stay in the Islands through the holidays. Presumably they are in the Marquesas now, dropping future articles in the mail and their clothes by the wayside.

Harmony — Traveller 32

Jack & Lynn McCarthy — Montara, CA

January 14th Jack and Lynn dropped us a line saying, "after months of planning we are off, it wouldn't have taken so long except doing everything with a Swiss Army knife takes some time." The McCarthy's plan to return late in '82 after adventures in Mexico, the Marquesas, and Hawaii. If we're not mistaken, their *Harmony* formerly belonged to Rick and Marilyn Oliveira who used the boat to win all the Colin Archer Memorial Races, and who now are in the Sea of Cortez on *Tortuga*, their Gulfstar 41.

The McCarthy's closed with "Latitude 38 is great, life is great, and farewell to all."

Malaga — 44-ft. Ketch

Carl & Leona Wallace — La Jolla

In August of 1980, Carl retired from 23 years of service at the Lawrence Livermore Laboratory. He and Leona then spent six months preparing for a long cruise to the South Pacific. But they haven't gotten there yet.

It took longer than anticipated to get ready, and Leona writes that in part their slow pace is because they are enjoying themselves so much. "We added extra days to every stop we made along the coast, made new friends, and visited with old ones. Some of the extra days were waiting for weather to improve. As a result our passages have been very smooth."

Their biggest delay came in San Diego where Carl ran into an excellent 6 to 8-month opportunity with Helionetics developing an excimer laser [what's that?]. They plan to move on with their trip in November, but because of the job they'll be taking a SatNav., extra ham gear, and other expensive items they previously wouldn't have been able to. In the meantime, Leona has been studying Spanish, and both have found their days "happily occupied with many activities."

Dauntless — Endeavor 32

Jack & Alice MacKenzie — Alameda

In last month's *Changes In Latitudes* we reported on Puerto Escondido and its new marina — from the perspective of 35,000-ft. Jack and Alice MacKenzie were there with their kids, Jeremy, 7; and Robert, 8 months; and had a closer look from the deck of their Endeavor 32.

Jack reports that the marina is a disaster. Built to eventually hold 150 boats, mostly belonging to the trailerable species, it has been virtually empty. The trailerboat people prefer to launch their boats from the beach for free, just as they've always done. [Rumor has it, however, that in the future they may either have to be berthed in the marina or relegated to a trailerpark a short distance away.] And the

CHANGES IN LATITUDES

cruising boats refuse to use the marina because it was designed and built so poorly. The two 'windows' in the hills on the northern side of Puerto Escondido allow winter northerns to funnel through, building a vicious chop which pounds the unprotected berths at the southern extreme of the little bay.

The berths themselves are cement on foam floatation, anchored to cement blocks. But it just doesn't work. Jack heard that officials were trying to coax cruising boats to tie up at the marina to anchor it during periods of strong winds. Terrific. There is no fuel available in Puerto Escondido, there is no water, and as yet there is no hotel. Maybe P.E. still has a few good years left for cruising yachties.

Other useful tidbits from Jack. Wind generators were replacing solar panels as the passive energy generation system. The new wind models apparently utilize computer motors as generators and can put out as much as 8 amps — enough to fry batteries if you're not careful. Jack wishes he had one to run his Adler-Barbor type refrigeration system, which successfully kept his beer cold, but at the cost of running the engine too frequently. If anyone has specific poop on these new wind generators we'd like to hear about them.

The MacKenzies were cruising in company with *Tortuga*, a Gulfstar 41 belonging to Rick and Marilyn Oliveira of Alameda, and their children; Maryn who is 6, and Lauren who celebrated her first birthday in La Paz. The bottom line on the MacKenzies and Oliveira kids was good. Netting added to the lifelines kept them on the boat, and lee cloths kept them in their berths.

Jack acknowledges that "little people" take up more room, and envied the Oliveira's larger boat and its aft-cabin. The L.P. take up more time, too, and Alice couldn't always snorkel when she wanted, but she's remains game.

The award for the biggest tumble went to young Lauren Oliveira, who tumbled all the way down the companionway before bouncing on her coconut. No damage.

The MacKenzies are paying \$50 a month for a friend to watch their boat while its anchored in Puerto Escondido until Jack is ready to sail it back later in the spring. The Oliveira's and *Tortuga* have continued cruising in Baja..

The magazine *Pacific Islands Monthly* has a great feature on yachts visiting in the area, with correspondents in Samoa, Tavalu, the Australis, New Caledonia, Vanuatu, Raratonga, Tonga and elsewhere. In their most recent issues they mentioned the following northern California yachts:

Canaan Rose, a 35-ft. sloop from Alameda, with Mike and Martha Carter, with their three daughters, 4-year old Michele and 6-year old twins Jennifer and Amy. The Carters purchased their boat in April of 1980 and left San Francisco for Mexico that November. They cruised the coast of Mexico and made the hop from Acapulco to Hiva Oa in the Marquesas. From there it was to the Tuamotus and Socieites, Tonga, and American Samoa where the twins are enrolled in school for their first formal education.

Martha Carter told Joan Pease of *Pacific Islands Monthly* that "You spend a lot more time with children when you're on a passage, and it gives them much more time to be with Daddy." Apparently the children were content to travel anywhere, but especially enjoyed buddy boating with boats that had other children. The Carters don't carry a lot of toys aboard for the kids, but instead stress reading and writing skills.

Ensalla. Marcia Davock reports that Maurice and Lucy Baldwin of San Francisco are in Port-Vila, Vanuatu aboard their Monk 48,

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CHANGES IN LATITUDES

Ensalla.

Moondog. Also in Port-Vila is Moondog, a 44-foot Jim Brown trimaran with Jo and Joanne Hudson from Big Sur. The Hudsons built the boat themselves and did a 'shakedown' sail to Tahiti before returning to California in 1976. This time Moondog left for Hawaii in June, and thence on to Fanning, Fiji, and Vanuatu. Jo cruised the New Hebrides 16 years ago and still thinks it's the best.

Seaventure. Patty Kaliher reported to *Pacific Islands Monthly* that Glen Marks and Dan Matthews of San Francisco are in Vava'u, Tonga, on their Freeport 36 sloop, *Seaventure*. The men had purchased the boat in February of 1980 and learned to sail. By October they cast off for the South Pacific with "dreams — never fulfilled — of beautiful women swarming all over their boat." In Maupiti they took on a pig as a cruising companion, which they later made the "star attraction" of a pig roast. The boat is wintering in New Zealand.

Discovering your whereabouts suddenly becomes even cheaper.

Lots of you folks planning to head off on the wild blue ocean have been thinking about buying a SatNav system for your boat. Maybe you want one because you don't know how to navigate too well [bad reason]; and maybe you want one because you don't want to spend the time and effort required by sun shots [good reason].

Whatever, probably the one thing holding you back has been the price. Just a few years ago the cheapest system went for about \$9,000. About two years ago they were \$6,000, and last year you could purchase them locally for as little as \$3,500. That's a good price, but they've gotten even better.

At the Moscone Boat Show, International Marine Instruments were showing the I.M.I.-Combi SatNav. 502. The price? \$2,900! The unit is made by Politecnics, the company that manufacturers SatNavs sold under the Walker and Decca tradenames.

The 502 is by far the smallest SatNav we've seen. But it does not have several of the features that are standard on many of the more expensive units. It will not, for example, automatically interface with a compass and speedo for automatic position updates; this must be done manually. The unit only has the capacity for one 'waypoint'. Information reads out on an alternating single line display, rather than a double or triple line readout. The I.M.I. unit also has a volatile memory, meaning that if you lose power, the unit must be reinitialized, requiring your correct position to within 60-nautical miles and 15 minutes of time.

Naturally these are all drawbacks, but to the economy-minded cruiser they wouldn't amount to a hill of beans. These are going to be hot items.

A consumer tip from *Latitude 38*. Marine electronics is a very competitive field and SatNavs are becoming one of the most competitive pieces of equipment in the field. We doubt if I.M.I.'s competitors are going to take this price breakthrough lying down. So if you're not heading off for 6 months or a year, we'd strongly suggest you hold off on your purchase until then. In all likelihood, you'll be getting more SatNav for your money if you can wait. And waiting is no problem, because SatNav installation is a snap compared to Loran, for example.

Flash!

Didn't we just say something in the last paragraph about the prices of SatNav's coming down and the inevitability of competition of the I.M.I. 'economy' SatNav? We did, and how prophetic! Spies at the New York Boat Show, which followed the Moscone Show, report

CHANGES IN LATITUDES

that several big names in SatNavs now offer units for under \$3,000.

MagnaVox, which formerly only made a very expensive unit, is reportedly offering the lowest price. You can get their 'manual' SatNav — meaning their no speedo/compass interface — for just \$2,795. And they offer an 'automatic' with the compass/speedo interface capability for just \$2,995.

Tracor, another name associated with top-of-the-line SatNav's also introduced a unit for \$2,995 — far, far below any of their earlier prices.

And the I.M.I. unit mentioned at the top of this feature was also at the show, but apparently being marketed by both Decca and I.M.I. Both prices were around \$2,995.

All of the units mentioned above are 'basic' SatNavs, but the guts are the same as on the more sophisticated models.

Apparently only Decca is taking orders for the units right now, the others should be available in upcoming months.

Other electronic news from the New York Boat Show is that the price on Lorans has seemed to have bottomed out, and there weren't any hot new models on the market. But what's just a couple of months down the road? Our sources say SatNav-Loran interface will be available before the year is out. Electronic cruising, here we come, and watch out for Pac-Man at the Nav. Station.

Bad news out of Baja.

Reports coming out of Mazatlan report the 70-ft. schooner, *Dragoon*, out of Canada and L.A., was a total loss early in January. Apparently the wooden boat tried to pass between two rocks off the coast of Mazatlan; but the water was only 8-ft. deep and *Dragoon* drew 9. A big fishing boat tried to pull the schooner off to safety, but could not do it. The fifteen or so hands aboard were apparently all saved, but the boat was a total loss.

Illustrious eating.

We had a animated brunch at Victor's atop the St. Francis Hotel late in January, with celebrities Lin and Larry Pardey, and Andrew Urbanczyk. John Lusher, who had presented the Pardey's in three slide/speaking engagements that weekend, was gracious enough to steal the check.

Want some dirt on the Pardeys? They're not always faithful. Even as they build their new, heavy, full keel, 30-ft Lyle Hess design, they sneak away most weekends to sail and race on an Olson 30. Even worse, both are committed to crewing on a new ultralight 40-footer for the 1983 TransPac. They don't see any inconsistency in their behaviour; and, neither do we.

The Pardeys had some interesting thoughts on the best cruising grounds, this based on their 11 years of living it. Tropical areas like the South Pacific are nice, but tend to wear thin after a year or so. For the Pardeys, the more northern countries were appealing, offering sailing pleasure, intellectual stimulation, depth of culture, and even greater friendliness. They have an adage, "The farther north, the warmer the people", and claimed that the sentiment often held true within single countries such as Italy.

Finland, Norway, Sweden, and southern England were all big hits, and touring Europe with Serrafyn as home base was terrific.



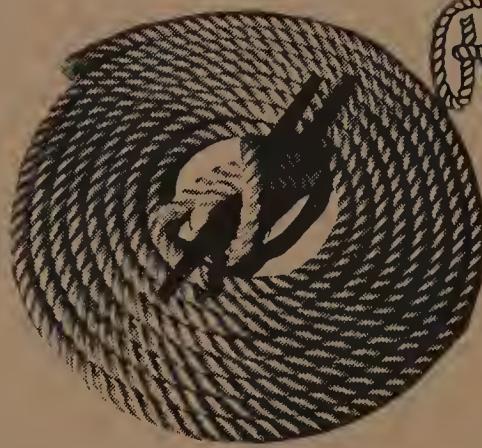
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5/16	.10	18	2,900
3/8	.13	24	4,000
7/16	.18	34	5,400
1/2	.24	44	7,200
5/8	.38	69	10,500
3/4	.53	96	14,200

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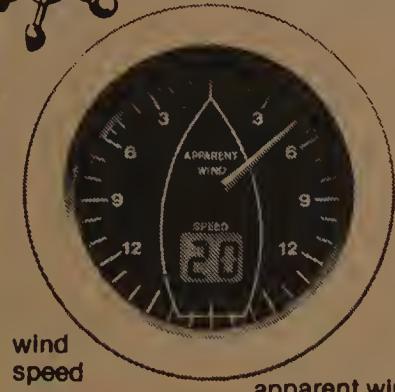
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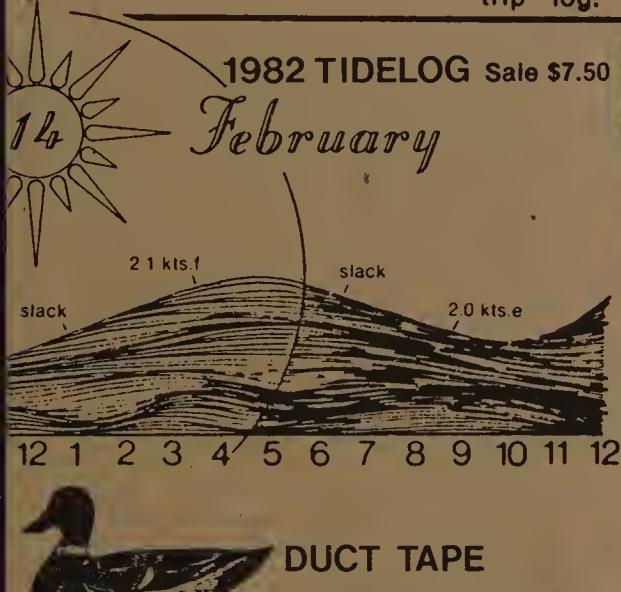
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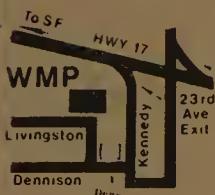
how does it work?
how do I use it?
what will it do for me?

The TI 9000 and 9900 and the Micrologic 2000 N Loran C's plus the NCS Meridian Satellite Navigator will all be on working display.

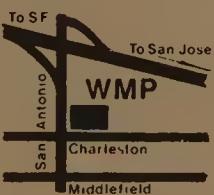
Seminars will be in Sausalito, Feb. 11; Oakland, Feb. 18; Palo Alto, Feb. 25. — All start at 7:30 pm.
presentation by Chuck Hawley,
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TAHITI

sorry

So sorry lonely guys, but try as we may, we found no naked ladies to put in this issue. The best we could come up with is this envelope that Janet Baker's letter came in.

The letter — and envelope — were from Tahiti, which is probably where you wish you were right now.

crew

If you want to sign up for this year's *Latitude 38* Crew List, be it for racing, cruising, or socializing, you'd better fill out the appropriate form found in the January, Volume 55, issue of *Latitude 38*. The deadline for receiving them is February 15th. Under no circumstances can any applications be taken over the phone or applications be mailed out — you've got to get the original forms.

As of the 20th of January, we'd received several hundred responses and expect quite

documentation turnabout

It seems only yesterday that the U.S. Coast Guard preferred not to have a darn thing to do with the documentation of pleasure boats. Whether it was the personal disdain documentation officers had for pleasure boaters or the cryptic language of the complicated forms, the process appeared designed to thwart sailors. Nonetheless many owners either personally persevered or paid an agent several hundred bucks to do it for them.

For whatever reason — probably Reagan knows why — the CG has recently proposed changes in the documentation regulations and rules to make it easy for you to get your pleasure boat documented. Some of the old forms will be eliminated, others will be written in English, and in general life will be made easier for you.

Additionally the requirements for marking the vessel's name, number, and hailing port will be made more "flexible", as will many of the other old rules. And for many folks it will be cheaper. Cheaper? Yes, cheaper. The initial documentation fee will be raised from \$75 to \$100, but thereafter the old \$15 annual fee will be dropped. After three years you'll be bucks ahead.

Of course if it's thrift you're after, you should still just register your boat with the State at a cost of \$5 a year.

What are the advantages of documenting your boat with the federal

cont'd on next sightings page

list

a few more before the deadline. Not everyone is local. A couple of women from Washington, for example, signed up for crew positions, and another guy from Huntington Beach offered his boat for social cruises. So don't not sign-up just because you don't live in northern California.

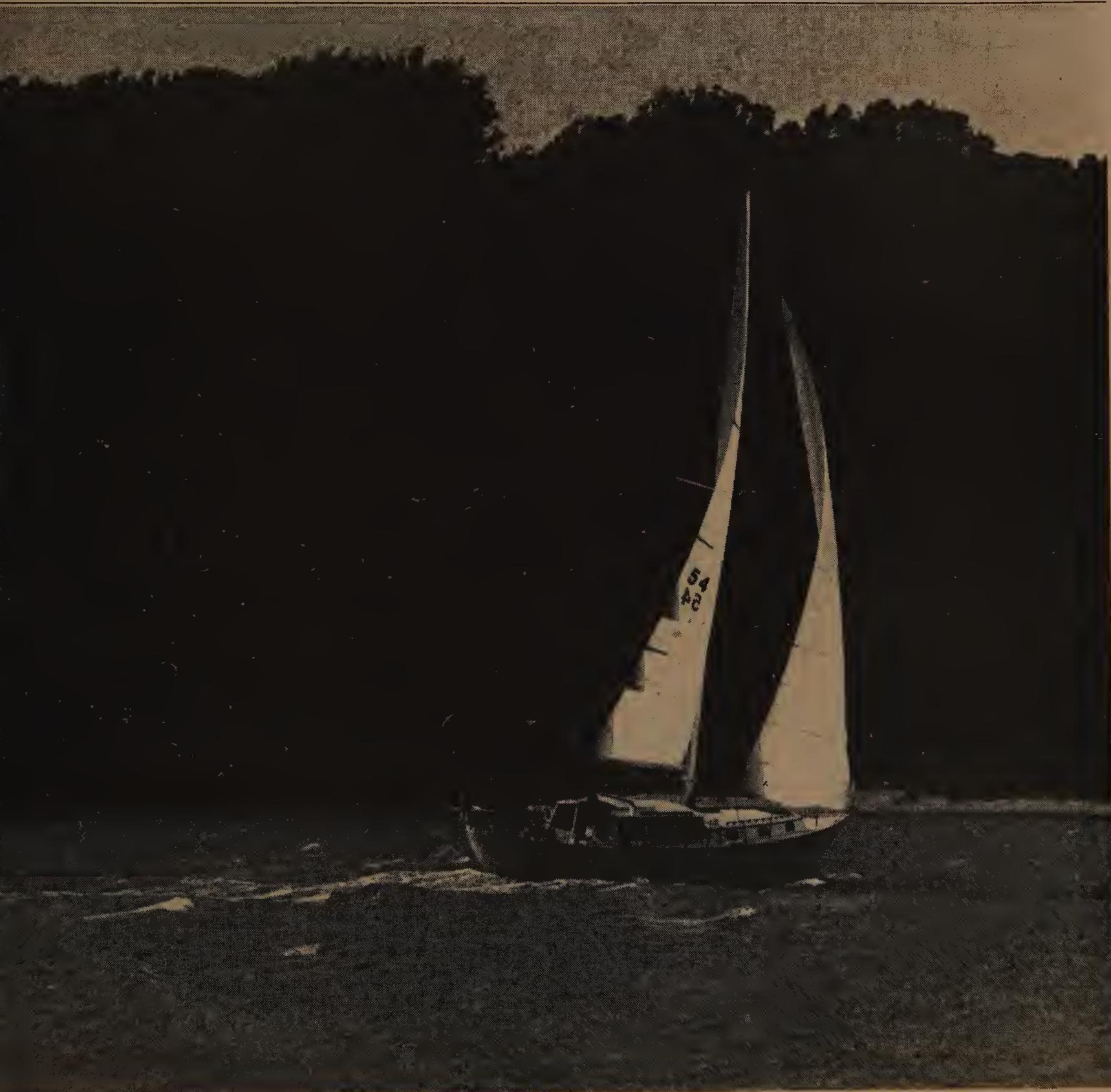
The results of the sign-up will be published in the March issue of *Latitude 38*, and may help you get out sailing like the folks below on the bay.

documentation - cont'd

government as opposed to registering it with the State? Some folks can reel off a whole list of things, but the only big difference is that documented boats don't have to put those ugly plastic state decals on their bow. Oh yeah, documentation also has a certain snob appeal to it, a remnant of the days when only sailors heading for the ends of the earth bothered to get their boats documented, in the false belief that it somehow afforded them extra protection of the U.S. government.

The disadvantage to documentation is that if we get in a shooting war with anyone the government can simply come along and take your boat and not give it back. It's happened many times before.

As we said in the beginning, these changes are just Coast Guard proposals, and we'll let you know what happens to them in upcoming months.



SIGHTINGS

camellia

nuvo yacht club

A group of south bay sailors have formed the new San Mateo Yacht Club in an attempt to foster more racing on their part of the bay. Several of the members are from Coyote Point YC, where they found their desires for more racing activity unsatisfied. Rich Hackett, a match racing champion and successful Etchells 22 skipper, is on the formation committee for the new club. He says there has been talk of such a move for several years, and that recent conditions at Coyote Point YC catalyzed the racing group into action. While he and the others are still members of Coyote Point YC, they are also actively seeking a home and facilities for their new club.

Currently it costs \$100 to join SMYC, and there are no dues. They need 25 boat owners in order to qualify for membership in the various yachting organizations such as the Pacific Interclub Yachting Association, the U.S. Yacht Racing Union, and the YRA of S.F. Bay. According to Hackett, that number has already been surpassed. Club members are interested in handicap racing as well as an active junior program and sponsoring one-design events.

change in signals

Those of you heading up to the delta will want to know that as of February 8, drawbridges around the country will be responding to new signals.

If you want a drawbridge opened, sound one long blast (4 to 6 seconds) followed by one short blast (one second). If the bridgeman can open the bridge right away, he'll respond with the same long-short signal. If he can't open the bridge he'll sound the danger signal, five or more short blasts.

What do you do if your horn is broken? Vertically raise and lower a white or green flag. And at night? Vertically raise and lower a white or green light. In either case the bridgeman will respond with the same signal if the bridge can be opened, or swinging his light or flag horizontally if he can't.

And what happens if the drawbridge tender can let you through, but out of sheer perversity delays you for an unreasonable amount of time — say, three hours? In that case just threaten him (or her) with the United States Code Title 33, Section 499, which provides for between \$1,000 and \$2,000 or by imprisonment up to one year. Or both! That'll show 'em not to screw around with you.

kangeroos to carnival

You ever hear of the Sydney to Rio yacht race? We hadn't either, until Gary Hoover, a professional sailor relatively new to the bay area from Hawaii, gave us the word in December.

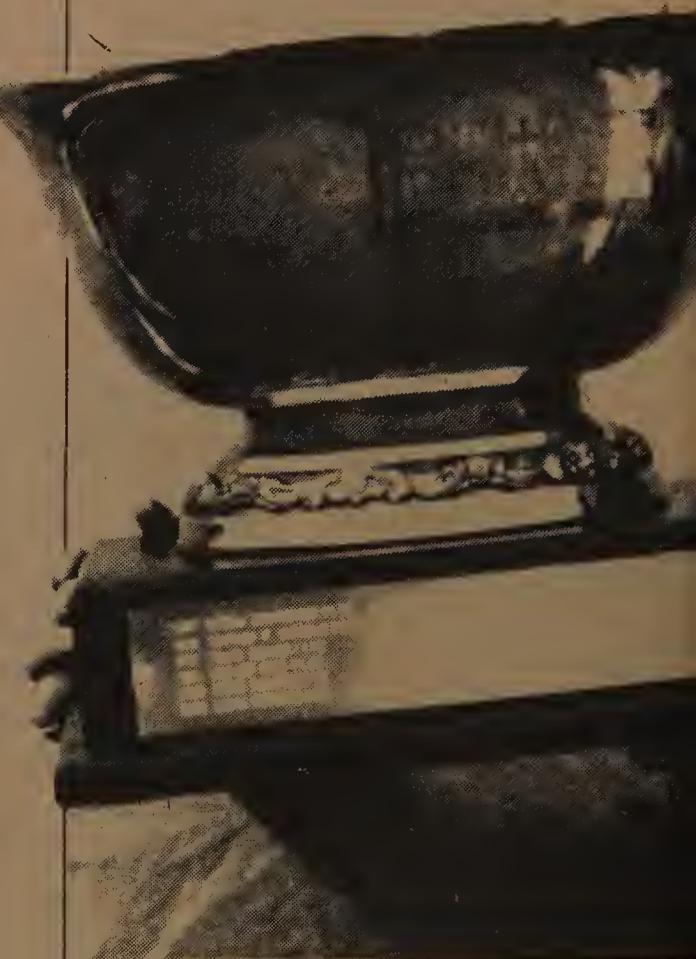
Gary reports that John Williams is the promoter of the event which is sponsored in part by the Cruising Yacht Club of Australia and Xerox Do Brazil. A



9,000-miler, the race began on the 24th of January in Sydney, and will finish off Guanabara Bay, Rio de Janeiro, Brazil, approximately 6 weeks later. There's only one mark on the course, but it's a famous one. Cape Horn must be left to port.

cont'd on next sightings page

The 17th Annual Folsom Camellia Cup Regatta, one of the largest and most prestigious race series in California, will be held at Folsom Lake on March 27th and



28th.

In the past there have been starts for fleets of the following classes: Lido, Laser, Coronado 15, Thistle, Windmill, Lightning, Hobie 14, 16, and 18, Prindle 16, Sol Cat, Tornado, Santana 20 and 25, Catalina 22 and 25, Capri 25, Moore 24, J-24, Santa Cruz 27, and four open divisions. Sailors come from all parts of California, Oregon, Nevada, and Arizona. The organizers expect over 350 boats for this year's event. Besides fleet honors, they'll be racing for the Camellia Cup Perpetual Trophy. Rod Whitfield, pictured above with the Cup, won last

stolen

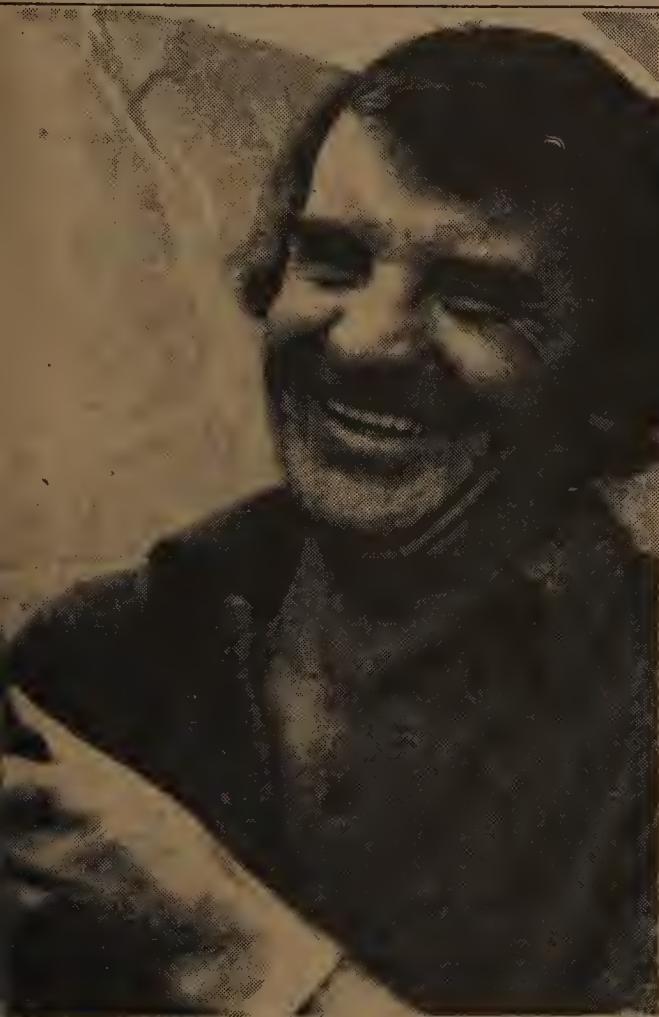
Sometime between December 14th and January 8th, a spinnaker and bag were stolen from the Thunderbird, *Bird of Paradise*, at the Berkeley Marina. A forward hatch had been forced and a latch snapped.

The bottom panel is blue, the middle white, and the top red. The white panel

cup

year sailing a Ranger 22 in the open keel division and looks pleased about it.

Besides first-rate competition, the Camellia Cup is known for the hospitality of



the sponsoring Folsom Lake Yacht Club. Many out-of-town guests bunk down at club member's homes. Some make a vacation out of the regatta, taking time to check out local points of interest such as Historic Sutter Street, Sacramento's Old Town, the newly restored State Capitol, Willie Brown's wardrobe, etc.

For more information you can call Steve Galeria at (916) 322-3230 or (916) 961-6194 (home), or write to the Folsom Lake Yacht Club, P.O. Box 156, Folsom, CA 95630.

spinnaker

bears the shadow image of the old sail number "476".

If you have information about this theft, please call Rich McCamy at 687-1320.

If you have a boat or boat gear stolen, *Latitude 38* will be glad to publicize it.

kangeroos - cont'd

First-to-finish yacht wins the Cock o' the Horn trophy, which no doubt has a significance that escapes us. Entries are in one of three divisions; IOR, a handicap division, and a cruising division for those making the passage in company.

As of early January, Gary knew of five entries. They are: *Anaconda II*, an 83-footer skippered by Jasco Grubek with a crew of 14. *Buccaneer*, a 72-footer driven by Joel Mace, with six 18-year olds and eight 'seniors'. Tom Melville will drive *Jacqui*, a new 45-ft. S&S design in steel. Theo Taylor will race *Destiny*, a 'cruiser/racer' with a crew of eight. The final entry to date is *Ta'aroa*, a 60-ft. S&S design built of triple skin Kauri wood, skippered by Ian MacFarlane and a crew of eleven. The latter is the only New Zealand entry, and will be represented by American's Bo Beck, and Gary Hoover who will report on it for *Latitude 38*.

Mr. Williams, the promoter, hopes the race will develop into an ocean racing classic, and attract a large field of foreign entries. We wish him luck, but nowhere near as much luck as we wish the fleet as they round the Horn.

wounded lightship

Somebody ran into the San Francisco Approach lighted horn buoy, aka the Lightbucket, during the holidays. The 42-ft. tall, 104-ton buoy — located 11-miles west of the Golden Gate — was minding its own business when something big came along and smashed into it. The buoy's antenna, rub rail



and top were all damaged, knocking out the strobe light. The Coast Guard has inspected several ships that were in the area at the time, but haven't found any evidence to nail anyone yet.

Fortunately, the Lightbucket was due for a trip to the maintenance shop anyway, so on February 1 the cutter *Iris* will tow it into the bay. The Coasters figure it'll cost about \$80,000 for the maintenance and \$20,000 for the repair work.

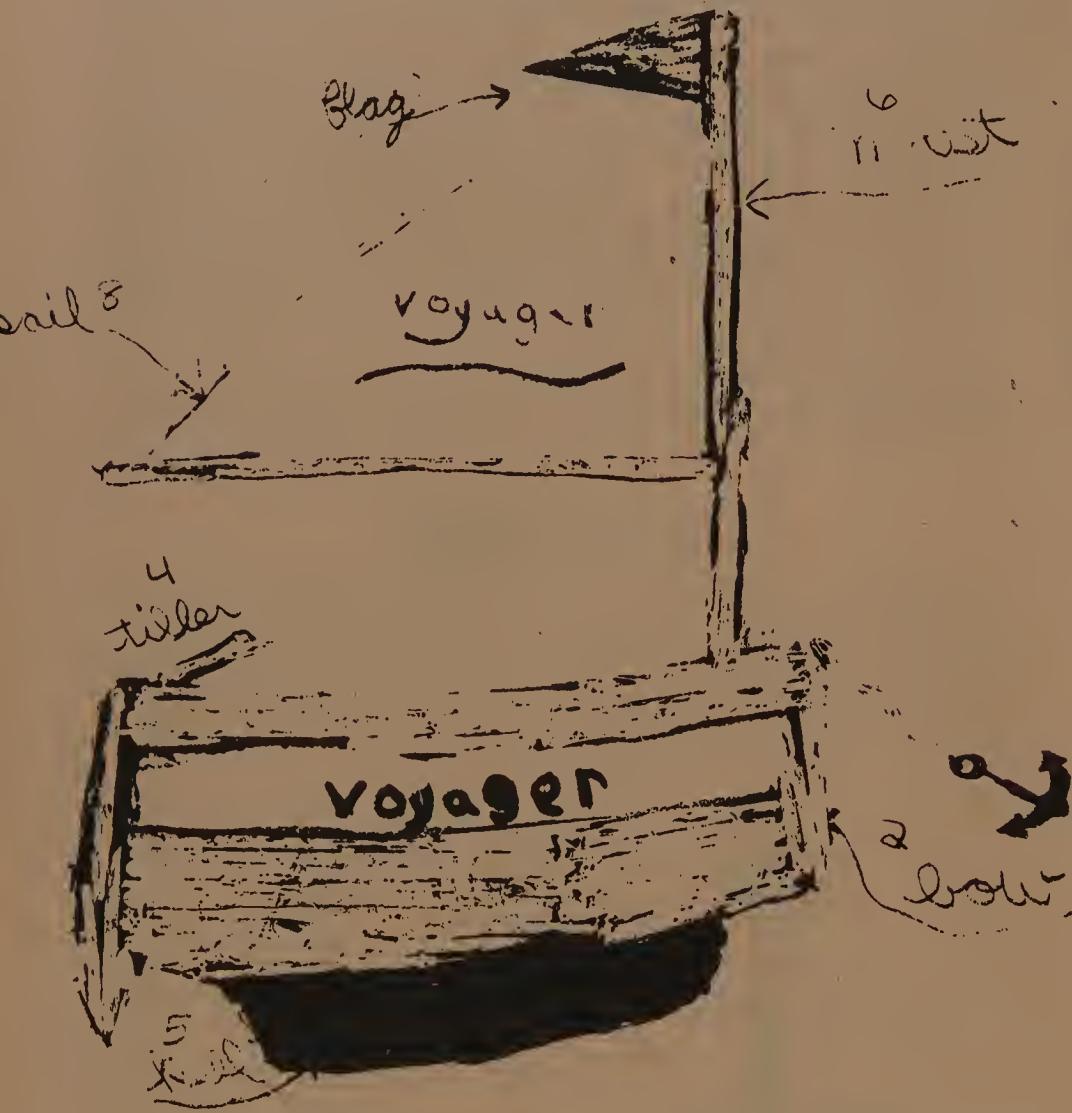
From February 1 to April 15, when they tow the buoy back out, a temporary buoy will be on station. It will measure 9-ft. by 32-ft., similar to the ship channel markers nearby. The replacement buoy won't have as much power as the regular one, so navigators should be aware of the change. The fog horn will have an effective range of half a mile, compared to the regular 3 to 4 miles. The strobe light will flash every 2.5 seconds instead of the Lightbucket's 2.0, and the light's range will decrease from 14 to 9-miles. There will be no radio beacon, but there will still be a fixed passing light and a Raycon radar signal.

SIGHTINGS

youthful

struggling artist's first work

Mary Anna Duffy sent us the adjacent drawing on behalf of Raechel Reiter, one of her students in a La Habra, California, 5th grade class. The drawing



was inspired after reading a story about sailboats and seeing pictures of them.

Mary Anna had hoped we'd get it in time for our San Francisco 40 competition, but it was just a little late. As such, it will have to be an unofficial entry. The hull, incidentally, has been constructed of toothpicks and painted yellow.

manzanillo race

Barring a major disaster, the San Diego to Manzanillo Race fleet departed San Diego for warmer waters on January 30th. Forty entries had been paid up by the January 4th deadline and were expected to hit the starting line, most of them from southern California.

Only two northern California boats are entered, and one of them, Irving Loube's *Bravura*, Class B winner in the TransPac, will be flying the San Diego YC burgee. Helping Irv get south fast will be Dee Smith, Les Harlander, Kersey Clausen, Ron Bartkowski, Jerry Huffman, Jim Boyd, Gary Walters, and Ned Johnston. The other northern California entry is Stewart Kett's Santa Cruz 50, *Octavia*. Stew is from Watsonville but flies the burgee of the St. Francis YC; his crew is made up of veterans Fred Sampson, Jack Otis, Bob Larson, Craig Rowell, Jack Gordon, Terry Drew and Tom

cont'd on next sightings page

Kids from 8 to 18 will be interested to know the Youth Yacht Racing Association is sponsoring a two-day seminar on March 6 and 7. You'll learn boat handling and sailing techniques from some of the more advanced bay area sailing enthusiasts such as El Toro and 505 ace Harriet Minkwitz.

Oakland's Metropolitan Yacht Club will host the event. Registration starts at 8:00

transpac

If sailing your boat back from this summer's TransPac doesn't turn you on, San Francisco marine surveyor Bruce Cibley has an idea he'd like to pass along. Bruce did some research into prices for return shipping of boats from Hawaii on commercial carriers. He found the cost of going on a cargo ship was terribly expensive: \$6,000 for a 28-footer, for example.

Bruce did run across a barge service, though, that might be affordable. There's an outfit in Richmond called Northland that charges \$85 per linear foot (that's a new price that goes into effect March 1 and may change without notice). At that price, a 30-footer would costs under \$2600. The fee included lift-on and lift-off.

t-bird, more than

I'd like to thank *Latitude 38* for running the Thuderbird notice in January sightings. We've received a good response and gained new names for our mailing list. It seems that a lot of boats have changed hands in the last few years and there's a new crop of younger owners excited about their yachts. We are positive about the reformation of the fleet and would again wish to give notice to in-

singlehanded

There are two singlehanded races scheduled for this Spring in southern California.

On February 12th is the 2nd Bishop Rock Singlehanded Race. The race is from Marina del Rey out to Bishop Rock and back, a distance of about 200-miles. The starting time is 1700 on the 12th, in the hope that everyone will be able to round Bishop Rock during daylight.

The other Singlehanded Race is the biggie

seminar

a.m.; bring a parent or a signed permission slip. Entry fee is \$10, and you'll need a life jacket, change of clothes, wet suit and any centerboard-type dinghy. Boats can be launched at the MYC ramp or at the one next to Portabello on the Embarcadero.

For more information, contact Harriet Minkwitz at 863-2945.

return

You'd need a cradle or trailer to rest your boat on, and it would go as deck cargo. Bruce recommends taking out some additional insurance just in case.

Northland also rents containers. A 40'x8'x8' container would run around \$2500. If your boat doesn't fit in that space (which most TransPac boats probably won't) you could ship your trailer over or go in with some other owners and ship over a bunch of wood to build cradles.

Northland's barges run on a three-week cycle — one leaves Oakland and Honolulu every 21 days. Transit time is 12 days.

The person to talk to at Northland is Harry Melendy.

just a cheap wine

terested T-Bird owners to get in contact with: Austin O'Brien (415) 657-5520, Jim Newport (415) 339-0261, or Rick McCamy (415) 687-1320.

Thanks for the most pertinent sailing sheet around.

Rich McCamy
Newsletter Editor
Thunderbird Fleet #6

down south

in southern California — the Guadalupe Race — which starts at noon on April 10th. This will also be the second running of this 600-miler.

There are certain equipment prerequisites for the races, and the Guadalupe Race requires singlehanded experience. For complete details on either race call Fleet Captain David Lay at (213) 649-2788, or Gene Menzie at (213) 826-5096.

manzanillo - cont'd

Conerely.

Three of the west coasts four top first-to-finish threats are entered in the Manzanillo Race. Bill Lee's 67-ft. *Merlin* is under charter to Michael Satterlee of the San Diego YC; Harry Moloscho's 69-ft. *Drifter* is under charter to Gary Barr of Long Beach; and Fred Preiss is taking *Christine*, the 84-ft. sloop he not only owns, but built. *Ragtime* was not entered. *Merlin* owns the course record at 6 days, 2 hours, 16 minutes and 40 seconds.

The Manzanillo Race was scheduled to be part of the Santa Cruz 50 World Cup, the remainder to be sailed in Mexico as part of the MEXORC. However, only four SC 50's have signed up; the previously mentioned *Octavia*; Morrie Kirk's *Hana Ho*; Michael Abram's *Night Train*; and Bradley Herman's *Secret Love*.

Four Serendipity 43's have also signed up to race, all of them from southern California: W. Ostermiller's *Celerity* Richard Ettinger's *Free Enterprise*; Burton Benjamin's *Lone Star*; and the Robert Collin/M. Mittry *Spectrum*.

Three entries are from Mexico, all from the Acapulco Yacht Club; *Alarife*, Manuel Vasquez' Holland 41; *Primavera*, Jorge Dipp's Swan 57; and *Saeta*, Rogelio Partida's Holland 40.

Usually the Manzanillo Race draws more entries from northern California, but some folks didn't get their boats completed in time, Les Harlander's new *Mirage* was one. Other folks like Wingate Monroe and Dave Fenix are competing in the SORC. And many other locals are setting their sights on the twin delights of the approaching summer, the Ballena Bay TrasPac to Kauai, and the Clipper Cup to Honolulu.

why are these women smiling?

They've just performed the kind of jibe to weather, which could lead to winning results in the 4th Annual Island Yacht Club Women's Invitational Race. The race is open to all YRA and SYRA type yachts skippered and crewed by women, and will take place on the Olympic Circle off Berkeley. There's plenty of time to get your crew for the April 10th race, however entry forms are due by March 20th. Forms are available at your yacht club or from



MARCIOS OSBORN

Elaine Wright or Marcine Osborn. Elaine can be reached at (415) 436-6463, evenings, and (415) 545-1890, days. Call Marcine at (415) 278-0495, evenings.



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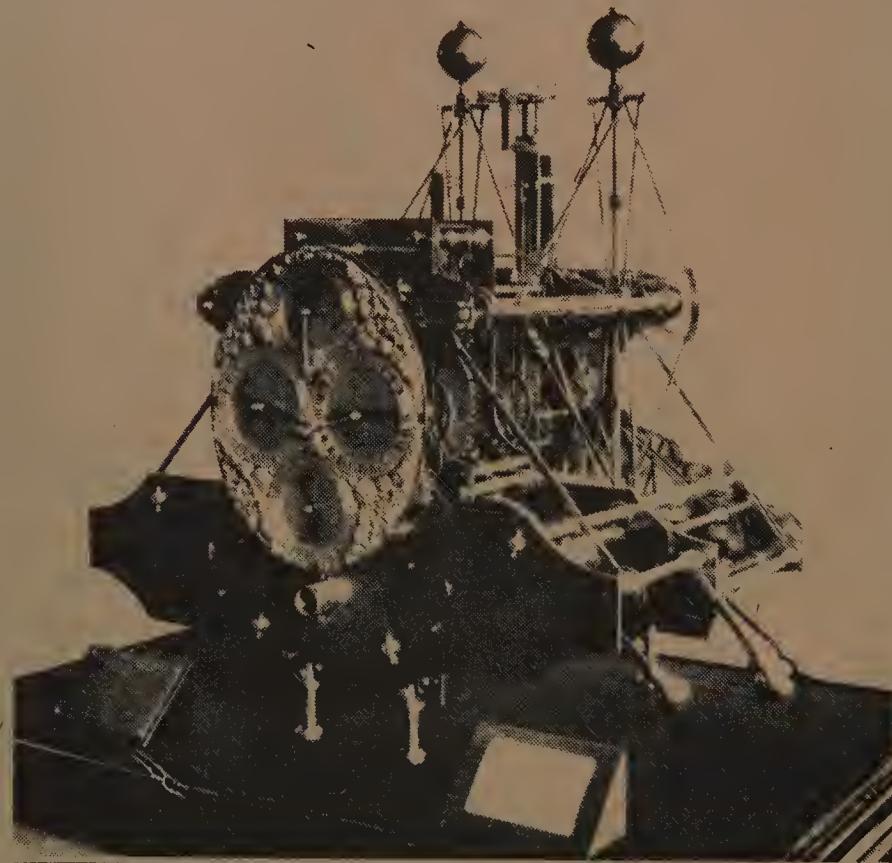
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SIGHTINGS

the cultural hour: tick-tock

How do you find your longitude at sea without a chronometer? "With a Sat. Nav.," reply all you wits overburdened with bucks. But no, we're talking about how you find longitude if you have no



FROM THE OXFORD COMPANION TO SHIPS AND THE SEA

chronometer, and if you're poor and can't afford the latest electronic gizmos and gizmas. The answer is you can't — at least not anymore. You can find latitude with a sextant and a nautical almanac, but to also get longitude you need that darn chronometer.

How important is it to know longitude? Well, even the 18th century English were wise enough to realize that without longitude you couldn't tell where in god's globe you were. Because, if at latitude 38, for example, you might be in San Francisco, Chesapeake, the Azores, Sardinia, Greece, T'ien-ching, to name just a few possibilities. And that kind of margin of error, folks, was just not satisfactory to the Royal Navy.

Realizing the importance of determining longitude, the English passed an Act of Parliament in 1714 to encourage someone to come up with an accurate way of determining longitude at sea. Recognizing the powerful carrot that money is, the Board offered a 20,000 English pound prize to anyone who could invent a solution that would achieve accuracy within 30 miles after the then normal 6 week voyage from England to the West Indies.

(If the truth be known, there actually already was a method of determining longitude, one invented by English astronomer Edmund Halley. In 1682 Halley began a long series of lunar observations to determine a way of finding longitude, a method to be known as 'lunar observation'. The method involved measuring the angle between the moon and fixed stars. Armed with a 'lunar distance', one could, from published tables, determine the accurate local time, and from that, longitude. A quadrant, measuring an arc 1/5 of a circle was developed specifically for lunar observations. But apparently this wasn't accurate enough, and anyway the development of the chronometer rendered the process superfluous, which is why you don't find such lunar tables in current almanacs.)

Back to our story. When the Board of Longitude was formed, it so hap-

cont'd on next sightings page

give me a tylenol,

3 anacins

It was January 1, 1980, that the Environmental Protection Agency, through the U.S. Coast Guard, required that all vessels equipped with permanently installed toilets be fitted with MSD's. MSD standing for Marine Sanitation Device, which may either have been a holding tank or a sewage treatment device.

Before the implementation of the regulations, there was an uproar among the boating population and publications because installing MSD's was expensive, often next to impossible to install on older boats, and in many cases unwarranted. Apparently the EPA is just now beginning to appreciate the validity of such objections, plus the impracticality of enforcing such regulations.

mile rock to look

The Coast Guard has decided that the Mile Rock light structure looks kind of bland in plain old white. They'll freshen it up this Spring with some orange stripes.

We'd written the Coast Guard suggesting

tahiti, here they come!

What we've got here is a good old community sendoff for some local folks taking off cruising.

The sender-offers are (from left) Susan Hoehler, Bill Hillier, Jackie Hillier, and Carolyn Fitz-Gerald. They are leaning against the boom of Mike Fitz-Gerald's Islander 36, *Shenanigan*, holding signs that you probably can't read, but nonetheless say: Tahiti — this way; and Remember . . . turn right at the Gate.

The sendees are Ronn Hill, owner and skipper of *Vision*, a Cal 48; his daughter Betsy Hill, Joe Starritt, John Walsh, Maurice Lundbreg, and Hans Mueller. Ronn's wife Alice was driving down to Newport with the car, and would join the cruise there.

Vision missed the big ebb on Sunday, June 17th, and had to leave Point Bonita in a strong flood and darkness — but then, nobody ever leaves on time. Strong northwesterlies however, helped them make up for lost time, and they were in Newport by Wednesday.

The Hill's and *Vision* are off to Mexico and the South Pacific for two years and perhaps more. Friends from Paradise Cay Harbor and the Tiburon YC will be joining them periodically. Bon voyage!

a bufferin,

© a nyquil

Already the EPA has penned a report to the Senate Appropriations Committee analyzing the program and evaluating possible alternatives. If you're hard up for reading material, you can get your very own copy from the Marine Safety Council for \$4.30 per copy.

The public has also been invited to comment on the existing program and possible alternatives. Unleash your fury through the Marine Safety Council, Room 4402, U.S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, D.C. 20593. You might also beseech that they look before leaping next time, particularly when it's someone else's money they are requiring to be spent.

like candy cane

a pastoral scene. Perhaps a mural with cows, fruit trees, and a large vegetable garden would be appreciated by those coming in after many days at sea. Apparently the C.G. didn't think much of our idea.

tick-tock - cont'd

pened there lived in Barrow-on-Humber a 21-year old carpenter and self-taught mathematician by the name of John Harrison, who had already been working on 'long case' clocks and whose later timepieces would incorporate such innovative and sophisticated features as a bimetallic pendulum to eliminate errors caused by variations in temperature.

Harrison was jazzed by the 20,000 pound prize, and between the years 1735 and 1760 eventually completed four sea-going 'time-keepers'. Mind you, however, these were no Seiko quartz jobbies you could hang on your wrist. In fact the first one, pictured on the left hand page, was made of brass and wood, and displaced 72 pounds. Seven years abuilding, it was taken aboard the H.M.S. Centurion in 1736.

But the learning curve for chronometers was steep in those days, and the last of Harrison's four chronometers was about double the size of an average pocket watch. The fourth of Harrison's chronometers was taken on trial runs in 1762 and 1764, both passing the Board of Longitude's requirements with flying colors. But you couldn't trust the government anymore in those days than you can now, and the Board only awarded him 10,000 pounds. They told him he'd get the rest after his chronometer had demonstrated its "general utility" at sea.

Rather than working on more chronometers, Harrison spent his last years trying to collect the remainder of the prize that was rightly his. After nine years of battling, the government gave him the other 10,000 pounds. But big deal, he croaked three years later, not having time to enjoy it all and, of course, not being able to take it with him.

cont'd on next sightings page



SIGHTINGS

tick-tock - cont'd

Just a year before Harrison died, that peerless seaman Captain James Cook arrived back in Plymouth, England in 1775 after a circumnavigation using a copy of Harrison's chronometer fabricated by Larcum Kendall. At the end of the circumnavigation the chronometer enabled Cook to calculate his longitude with an error of less than 8-miles.

We'd sure like to have a look at those chronometers of Harrison's, observe the genius, the craftsmanship. And if our luck holds maybe someday we can, as all four are preserved at the National Maritime Museum in swinging old London. They are all still in working order and keep right on ticking.

same name, different guy

And while we're on the subject of persons named John Harrison associated with the sailing world, we might as well report on the one who has been prominent in the news lately. This John Harrison, a Canadian, bought a big trimaran a while back with the intention of sailing to Australia.

He made it to Honolulu, then Maui, but the tri, named *Sisyphus*, was dismasted and they limped into the atoll of Palmyra, some 1,100-miles south of Honolulu. Harrison and his two daughters were stranded on Palmyra for a month, until a private pilot flew there to pick him up. Prior to that time both Canadian authorities and the U.S. Coast Guard declined to fly to their rescue.

Maybe part of the reason was because quite a few people began to think Harrison was sort of a dirty guy. The Bank of British Columbia, for example, said Harrison was several months arrears in \$1200 boat payments. The bank tried to repossess *Sisyphus* in Hawaii several times, but lawyers intervened allowing Harrison to get away. Others hot at Harrison included several former crewmembers who had warrants out against Harrison because he sailed away with all their personal gear.

As it last stood, Harrison was in the slammer, and the Bank of British Col-



GAIL JENSEN

That's not John Harrison, but it is the Palmyra Hilton. umbia was flying a crew down to Palmyra to try and repair and return with what is now their boat.

John Harrison; one of them discovered a way to measure time, while another has apparently discovered a way to serve it.



the avalon

Metropolitan Yacht Club of Oakland has just announced that they are accepting entries for the Fourth Annual Oakland-to-Santa Catalina Race. The race will start on Monday, July 5th, 1982. Last years race was great fun and enjoyed by all.

This race is unique in that invited participants include boats qualified for the TransPac as well as cruising boats whose skippers want to participate in an ocean race for the joy of racing — minus the extensive time required of a long ocean race. The race is open to boats with PHRF ratings less than



LATITUDE 38

express

180, IOR ratings greater than 27, and a LOA of 28-ft. or longer.

Metropolitan has announced that all the frills of a major ocean race will accompany the Oakland-Santa Catalina event. Social activities are scheduled at both ends of the race. Last year's included a bachelor party enroute and a wedding afterwards in Avalon, headquarters for the finish.

For additional information contact the Metropolitan Yacht Club (415) 832-6757 or Oscar Travland 676-4400.

pcbs

We're not out to scare anybody with this story, but we think you should know that there are at least 2 areas where the toxic substance PCB (polychlorinated biphenyls) is being stored on Angel Island. The areas are partially fenced off and marked with warnings, which is fine for people who can read and aren't tempted to climb fences, but it's not so good for sailing families who like to use the island for picnics and let their kids explore.

We first found out about the PCBs in a letter from David Smith of Sausalito. He claimed there were "thousands of gallons" of PCBs stored in an old motorpool in the East Garrison, the complex of buildings on the east shore of the island. During both World Wars, the Army used these and other Angel facilities to indoctrinate and discharge troops.

The Marin office of the California State Parks confirmed that there was PCBs stored in the Garrison, but not "thousands of barrels". They said there

cont'd on next sightings page

SIGHTINGS

call

pcb's - cont'd

were about 30 transformers with the chemicals sealed inside. The spokesperson, who didn't want to be identified, said "the problem is being taken care of and the area is being secured." This person added that metal trays had been built to hold the transformers for storage and prevent leaking.

Jay Galloway, a Ranger on the island, had a slightly different story. He said there were two areas where they had discovered PCBs a few months ago. One was in a building and the other was a pit which contained some barrels of PCB and other toxic chemicals. He said there was a 9-ft. high fence around the area to keep people out.

The clean-up operation, however, has not even started yet, according to Galloway. The job went out for bid and was awarded to the IT Corporation of Martinez, and the plan was for them to start in the Spring after the rains ended. The IT Corporation refused to talk about the job.

Galloway added that they couldn't remove the PCBs from the island — there's no place to take them. The only thing they could do was secure them in an area where they would not leak out into the ground and especially the water. While not very soluble in water, PCBs are extremely soluble once ingested by living organisms, like clams, fish and birds. From there they get passed on to humans through the food chain.

The colorless, orderless, syrupy PCBs have been around since 1929. They were once widely used as softeners in plastic, paints and rubber, as additives to printing inks, and in oils used in the preparation of laboratory slides. They were also used extensively in electrical applications, especially transformers and capacitors. PCBs are excellent insulators, highly fire resistant and good heat conductors.

In 1968, however, the dangers of the chemical became glaringly obvious. Sixteen hundred Japanese workers suffered skin eruptions, vomiting, inflamed eyes, and palsy after eating rice accidentally contaminated with PCB. Laboratory tests later showed it could cause cancer in animals.

The very properties that make PCBs such a good insulator also make it very hard to destroy. It takes incredibly high heat (1,200 to 1,600°F) to burn it.

Which brings us back to Angel Island, where — since there is no acceptable alternative location — the PCBs will have to remain. Now apparently the PCBs will soon be stored in accordance with strict guidelines set by the Environmental Protection Agency, and that's encouraging. But we think it might be a good idea if the entire general area where they are stored could be cordoned off and marked a little better. Right now it's simply no trick at all for any kid to skirt the fences surrounding the building with the transformers — a boarded up structure that might look very appealing to the eyes of a curious youngster.

If you're going to Angel Island and want to keep your kids away from the general area — and there are picnic tables and sculptures very close by — avoid the East Garrison. As we've said, we're not trying to scare anybody, and we're not saying the situation isn't being managed well, we just think you folks ought to know about it and thus have the option to keep well clear of the area.

westsail the world

If you own a Westsail, you might be interested in the Westsail Owners Association (WOA), which has been putting out a typewritten newsletter, *Windblown*, for a little over a year now. The newsletter is full of all kinds of news, problem solving tips, cruising updates, and all the things that would be of interest to Westsail owners. If you're interested, send \$7.00 to Westsail Owners Association, P.O. Box 112, St. Mary's City, Maryland 20686.

cont'd on next sightings page

The folks of the Cal 25 Class Association want all current and future Cal owners to get off their buns and back into sailing and racing. Participation in the YRA's one-design division has been poor the last couple of years, and they need more boats on the line

safety,

Alameda's Wally Rettig is a public education officer for Coast Guard Auxiliary's Flotilla 23, and he's concerned that people have the wrong idea about courtesy exams offered by the auxiliary. Wally reports he was talking to one fellow who thought if the examining officer found anything missing from his boat that he'd get turned into the Coast Guard for a violation.

"It's not true," says Wally. All the courtesy exam does is give the boat owner an idea of where he/she stands in terms of having all

cel

O. Eugene Barton, chairman of the science and mathematics department at Contra Costa College, will be teaching a class in celestial navigation at the College starting on March 10th.

The classes will be held on Wednesday

the not-so-perfect

They must be playing "A Place in the Sun" on the late movie a lot these days. That was the story where the fellow knocked off his pregnant girlfriend by pushing her out of a rowboat so he could marry Elizabeth Taylor. Last year there were two similar incidents, one in Seattle and one in the Channel Islands off Santa Barbara. In the first case, the woman lived, but in the second the man's wife and her 8-year old son were drowned.

On November 2, 1981, Dana Reinhart of Kirkland, Washington, was found guilty of trying to kill his wife during an evening sail on Lake Washington, near Seattle. He pushed her overboard and when she tried to hold onto the lifelines, he pried her fingers loose. He claimed he was only trying to get her around to another part of the boat where he might pull her back onboard. Reinhart had a history of physically and verbally abusing his wife, however, and he had also taken out a \$250,000 life insurance policy on her earlier in the year.

for cals

to liven things up. There are both racing and social calendars being drawn up for 1982, and now's the time to get involved.

For more information, call class president Earlene Tankersley at 461-9097 or the YRA office, 771-9500.

no violations

the required gear aboard, such as flares, life jackets, anchor, lights, signalling devices, etc. The exam takes less than an hour and is free. Boats meeting all the requirements receive a sticker, which in turn lets the Coast Guard know the boat is properly equipped should they ever stop you out on the water.

You can call Sid Stein, Flotilla 23's courtesy exam officer, and get the name and number of the examiner in your area. Don't let fear get in the way of safety.

bods

nights, from 6:30 to 9:30, and will run until June 2nd. Perfect for you TransPac'ers needing to learn or brush up.

The classes will be taught in San Pablo, and you may get all the necessary information by calling 235-7800, extension 224.

murder m.o.

A hefty life insurance claim, totalling \$820,000, also figures in the case of Frederick Roehler of Malibu, CA. He's standing trial in Santa Barbara for the first degree murder of his wife and stepson. On January 2, 1981, the three had gone cruising on their Flying Dutchman 54 and dropped the hook off Santa Cruz Island at Little Scorpion Anchorage. The trio went rowing in a 16-ft. dinghy and disappeared behind a rock. Roehler claims the boat capsized and his wife and stepson drowned, but the prosecution claims he hit them with a camera and then drowned them just like Montgomery Clift had done to Shelly.

Roehler had taken out an insurance policy for his wife before the incident. He stood to gain \$700,000 by her accidental death and their three other children were due \$120,000 between them. Roehler had also planned to take a six month vacation to Mexico, but the prosecution suspected he hadn't enough money to finance the trip without the insurance money.

westsail - cont'd

One of the most interesting things in the last newsletter was a report from Ken Larson of Palos Verdes Estates on the auction of all the Westsail molds and templates after the bankruptcy of DownEast Yachts, which had purchased Westsail. Here's what Ken had to say:

"Today I was one of the curious who attended the auction of office equipment, misc. supplies and molds for all four boats at the now closed 'DownEast' plant in Santa Ana, Ca. Although there were many in attendance and it looked as if the bidding would be furious, the affair was over in a matter of minutes. Word was that one of the bidders was an Asian group. Their representative made a package price bid for all four molds per the rules announced prior to this phase of the auction. They were the only group to participate in the package bid and called out \$40,000. Then, per the rules, the individual molds, 42/43, 39, 32, and 28 were auctioned. The 42/43 package went for \$22,000 to D.B. Jones. (He builds the Roberts 55.) The 39, 32 and 28 went to Ed Parker. (He has the old Columbia 50 mold.) Believe it or not, these were the only serious bidders. The Asians lost out because the sum of the individual bids was higher than their \$40,000 price."

Ken Larson's report continues: "And so it was over. Hans Weerman, who had steered Westsail Int. through so much of all of our money over the past couple of years drove off in his silver Mercedes turbo-diesel sedan, tanned from a recent sojourn on the Mediterranean. Snyder Vick, in designer jeans and Ralph Lauren splendor with memories of times past, walked off. Asian bidders, questioning why they hadn't backed up their original bid with some participation in the second round, asked for clarification of the rules. And this observer checked his pockets, just to make sure that his wallet was still in place after having spent so much time in the company of these fine people."

feet of clay, brains of sawdust

We wrote an article last month called 'Apology Gifts' in which we suggested that you folks might want to try the new Timberland boat shoes instead of the traditional Sperry's. We thought we liked Timberland because the leather was much richer, and the soles thicker and longer-lasting — just a better shoe all-around.

Well, you can probably imagine how stupid we felt touting these Timberland's to a friend, when we turned the sole over and saw not the Timberland logo, but the Sperry Topsider logo. Total screw-up.

Apparently Timberland started this whole mess by introducing some new luxurious oxford boat shoes last summer, and started an advertising campaign comparing them with Sperry's traditional mocassins (a mocassin has two eyelets, an oxford three), which have thinner soles, and leather that looks, to our eye, painted rather than tanned.

A couple of months later Sperry comes out with a similar boat shoe, called the padded collar oxford that we feel is far superior to anything they've done and because of the advertising assume it must be Timberland's. The power of advertising. Well, now we know better.

Both these shoes are great, and both list for about \$60. While we're on the business of boat shoes, there are some other new ones coming out worthy of note. Sebago is coming out with a "radical but gorgeous" shoe designed by Ted Turner's former sailing henchman, Gary Jobson. It retails for \$64. Atlantis is coming out with a "built from the ground up" boat shoe that's supposed to be a lot like running shoes, including a nylon upper with leather reinforcements. Supposedly it will go for about \$55. And a subsidiary of Florsheim shoes will be marketing another running-shoe inspired boat shoe, called SeaTracs.

The bad news about all these shoes is that they cost more than shoes did in the past. The good news is that they all seem to be superior products.

SIGHTINGS

LATITUDE 38

fj's for sf state



Pam Eldredge.

The SF State Sailing Club (SFSC) will sponsor a fundraising dance and party on Feb. 21 at The Stone, a music club located at 412 Broadway in San Francisco. SFSC hopes to raise \$7,000 from the proceeds of the evening, including pledges. The money will be used to pay expenses and to purchase two new Vanguard Flying Junior 13-foot sloop dinghies, which are now required by the Pacific Coast Intercollegiate Yacht Racing Association (PCIYRA).

The SFSC currently owns two Sailnetics FJ's. Built by Alameda's Ron Stewart, the Sailnetics hull has won the past two world championships, but that doesn't do the S.F. Staters any good. Five years ago the PCIYRA decided on the Vanguard model (made in Wisconsin) as their standard, and ruled that all participating colleges must use that type of boat. The regulation goes into effect this spring. Besides S.F. State, the colleges of the PCIYRA are UC Santa Cruz, UC Berkeley, Stanford, Sonoma State, College of Alameda, Cal Maritime Academy, and San Luis Obispo.

Pam Eldredge, co-organizer of the fundraising event and commodore of SFSC, says the money charged for admission will cover part of the \$6,000 needed for the new boats and \$1,000 for expenses. The remainder will come through pledges solicited from individuals and organizations. The deadline for raising the money is February 28.

The festivities start at 8:30 pm on the 21st. The bands slated to appear are the Elements of Style, the Squares, the Imposters and the Mondellos, and you never know, Bow Wow Wow may show. Tickets will be available through BASS outlets as well as at the door. Watch the Sunday Chronicle's pink section for more details.

Anyone wanting to make a tax-deductible donation to the sailing team can send a check made out to "Associated Students" and earmarked for the S.F. State Sailing Team FJ Fund to Robert Kamai, Associated Students, S.F. State, 1600 Holloway, S.F., Ca. 94123.

For more information, call Pam Eldredge at 567-3695 or Liz Abrahams at 864-2573.

al mason

While last month's San Francisco 40 design contest focused mostly on local up-and-coming designers, we were pleased to hear from one of the grand old men of the business, Al Mason. Al made his mark back east in New York and Annapolis, but he was actually born in Salinas and grew up in the Monterey area.

Al headed east in 1932, but five years ago he moved back to California and set up his drawing board in the north bay. At 71, he's as busy as he can manage, and has two new boats on the market: the Mason 53 and 63. In the past 3 years, 45 of his elegant Mason 43's have been built.

Al was reluctant to have his exact location known to the public. He gets too many late night phone calls from people wanting to talk boats as it is. Suffice it to say the window in front of his drawing table looks out onto a field. Surrounding him are hundreds of books and magazines about sailing. He's

cont'd on next sightings page

no more

The word from Washington D.C. is that many Coast Guard facilities will be closing down this Spring in a cost-cutting campaign. Of greatest concern for bay area sailors is the discontinuation of the Vessel Traffic Service, which helps direct commercial and pleasure boat traffic on the bay. In the truly bureaucratic form, the Coasties who run the VTS hadn't gotten any official word about the cut before the story came out in the paper!

The VTS, located atop Yerba Buena Island, has always been a voluntary service. Using radio channel 13, they monitored the location of ships entering and leaving the bay, the travel routes of barges and other

bay model

Interested in how the tides work on the bay? You'll have your chance to see the Army Corps of Engineers' Bay Model in operation on Saturday, February 20th from 1:00 to 3:00 p.m. There'll also be a program and film, to be announced, at that time. You can call (415) 332-3871 to find out more. The model is located at 2100 Bridgeway, Sausalito.

The visitor center at the model is open from 9:00 a.m. to 4:00 p.m. Tuesdays

fast

The Sausalito YC would like to become a yacht racing power on the bay, and to facilitate this they are dangling an offer in front of you racing skippers. Last month the Sausalito YC's Board decided that racing skippers that agreed to fly the Sausalito YC burgee while racing could join the club without having to pay the normal \$450 initiation fee.

This special racing membership entitles the

local boys

News from Kangaroo-land: John Bertrand and his gang of four, Ken Keefe, Bill George, Steve Jeppeson and Paul Cayard, took a 1-0 lead in the first race of the American-Australian Challenge Cup on January 22nd. Bertrand, sailing the 6 Meter *St. Francis VII*, had earlier won the right to defend the cup by defeating fellow American Andy Rose, sailing *Ranger*.

This year's cup challenge, being sailed off Sydney Harbor, Australia, is a best out of

vts

commercial craft, and concentrations of pleasure craft, such as sport fishermen and sailboat regattas.

The VTS was born in 1972 after two Standard Oil tankers collided under the Golden Gate Bridge and spilled oil all over the bay. The skippers of the two tankers were unable to find a common radio frequency to communicate with each other. Since that time, there have been some collisions on the bay, but nothing of the magnitude of that spill ten years ago.

The loss of the VTS means anyone who ventures out on the water, either for pleasure or business just has to be a little more vigilant.

on display

through Saturdays. Besides the bay model, there are exhibits on the formation of the earth, how people use water, wetlands, and the various jobs done by the Army Corps of Engineers.

The bay model used to operate whenever the engineers were performing tests, but now they're only running it once a month specifically for the public. If they get good visitor response, they'll keep doing it once a month. So go.

attraction

skipper all the rights and privileges except for two: he (or she) cannot vote or hold office. All you have to do is pay the quarterly dues.

If you're interested, drop a line to the membership chairman, Sausalito YC, P.O. Box 267, Sausalito, CA 94966; or, call Robert Maloy at 621-3180 days, or 332-3548 evenings.

make good

four match race series sailed in 6 Meter sloops. Reports from the scene have been sketchy, but it is known that Bertrand won the first two races against Rose and clinched the defense berth when *Ranger's* main halyard broke before the start of the final race.

Sailing for Australia is skipper Frank Tolhurst in *Arunga VI*. The Aussies led the first leg of the first race by 49 seconds, but

al mason - cont'd

drawn over 200 boats in his fifty year career. Blueprints of those plans and the support material needed to complete them, such as reference books, drawing paraphernalia, charts, price sheets, etc., all contribute to the industrious clutter.

Stooped with age, Al has a shock of swept back grey hair and a white goatee. His eyelids are heavy and he speaks slowly with a deep gravelly voice, sometimes stopping mid-sentence. Even though he still works hard, the years have taken their toll. In his heyday, he used to be able to turn out a complete set of plans for a boat in 10 weeks; now it takes him about twice as long.

Al grew up on his father's ranch in the Salinas Valley. When it came time for him to get a summer job, he had to choose between ranching and working in a boatyard. Since he was allergic to poison oak, he opted for the marine environment.



Al Mason.

He always knew he wanted to be a designer. One of his earliest efforts was the 62-foot, three masted schooner *California*, built by John Polkinghorne in Vallejo in 1935.

After high school, he applied and was admitted to Webb Institute of Naval Architecture in New York. During work breaks at school he continued to gain experience in boatyards. Upon graduation in 1936 he was already an accomplished draftsman.

For the next 20 years, Al worked for the biggest names in the business, including Sparkman and Stephens, John Alden, and Philip Rhodes. He also spent 12 years working as a civilian employee for the Navy.

During his career, Al drew everything from dinghies to cruisers to patrol boats and landing craft. He's learned a few things along the way. In talking about the SF 40 contest, he had a chance to share a small portion of that knowledge.

He found the extremely light boats unrealistic. When people go cruising, they need batteries for power and often a generator as well. Both those items weigh a lot. When you add tankage for fuel and water, you're talking about a considerable number of pounds. The more weight you have at or above the waterline requires sufficient ballast below to counterbalance it. Ergo, a real cruising boat is not going to be lightweight.

As for accommodations, he believes a stateroom should have a hanging locker and a dresser and/or shelf. "You need someplace to put your glasses at night!" he says.

He finds boats on the west coast tend to emphasize the number of berths available, while east coast cruisers like plenty of places to store things. Part of that is due to lifestyle. Out west we are more casual and wear the same clothes onshore as we do afloat. Back east, though, folks wear more formal clothes to work and need to change into their sailing duds.

Currently, Al is completing the Mason 53, which will be built by Taiwan's Ta Shing. The same company builds his Mason 43 and 63. Besides these

cont'd on next sightings page

SIGHTINGS

local boys

al mason - cont'd

production boats, Al updates his designs for clients.

Recently he got an order from a man who wanted the 33-foot double-ender Al had designed several years back. The man had nine round portholes, though, and he wanted to use them instead of the two large windows Al had originally drawn. By changing the cabin trunk slightly, Al met the customer's desires. The rest of the boat remained basically the same.

He also gets some off-the-wall requests. A schoolteacher from Ungava Bay in the far northern part of Quebec province wrote and asked for a set of plans. He said he wanted something to dream about until he could get back to civilization. There were also instructions to make sure the plans were wrapped in a waterproof container. "When they drop mail out of the plane," the letter said "we're not always sure where it will land!"

Al used to own a 5 Meter during the second World War, but he hasn't had much chance to sail by himself recently. He did put time on a Bermuda Race and some offshore sailing out of Annapolis, but that was quite a few years ago. The last 3 years he's been pretty much chained to his drawing table. He had hoped to retire gracefully when he came out west, but realizes now there will be plenty of work. As long as he's able, he'll just keep drawing boats.

summer ior preview

Beside having the best football team, the bay area also has, boat-for-boat, one of the hottest IOR fleets anywhere. Local IOR kingpin Roger Hall estimates that the fleet racing in the Golden Gate Mid-Winters, which includes *Great Fun*, *Wings*, *Damn Near*, *Irrational*, *Confrontaton*, *High Noon*, *Sioc*, and *Scarlett O'Hara*, among others, is more competitive than the summer fleets you'd find sailing almost anyplace in the world.

The coming spring and summer seasons look like more of the same. After Monroe Wingate's *Scarlett O'Hara* returns to the SORC, she'll be joined by at least two other new boats for the Danforth Series. One is Bruce Seymour's *Freestyle*, a Frers 41. This is the boat Bruce hoped to have for the SORC, but had to hold off due to scheduling conflicts. She'll feature spars by Alameda's Dave Hulse and electronics by Clay Bernard, the ohm wizard from *Great Fun*. The other new kid on the block will be Dave Fenix's *Bull Frog*, a Peterson 55 that's been a long time coming.

Fenix's old boat, *Pegasus*, will see new life under charter to Chuck Winton, who won the past three Islander 36 season championships. Chuck decided he'd give grand prix racing a shot and figured chartering for a season was the cheapest way to go. "I'd never want to own a boat that big," he says. *Pegasus* received a new keel in January, designed by Ron Holland, who drew up the boat originally.

Ever since her straight bullets win in the Big Boat Series, *Great Fun* has been a ball of fire on the water. Clay Bernard and his co-ed gang have finished first boat-for-boat in each of the Golden Gate Mid-Winter races. Besides Dave Hulse on the wheel, *Great Fun* has rock star Jeff Madrigali onboard to make sure the boat is sailed fast.

Roger Hall, who sails the Serendipity 43 *Wings*, is mightily impressed with *Great Fun*, but wonders how things will go when the fleet heads out to the ocean. "It's hard to believe a boat can be that strong without giving something up somewhere," he says. He's curious to see how the Laurie Davidson-design holds up in light airs and swells on the far side of the Golden Gate.

Some of the older boats are also showing good turns of speed. Dave Fladlein's *Confrontation* and Bert Damner's *Damn Near* have been performing well off and on, as has Tom Harney's *High Noon*, which has Imp-veteran Ragnar Hawkanson aboard, and Roger Hall's *Wings*. Jaren Leet's *Irrational*,

had that margin sliced to 9 seconds by the end of the run on the windward-leeward course. *St. Francis VII* eventually passed *Arunga VI* on the second run and went on to win by a whopping 3 minutes and 43 seconds.

curious

About singlehanded sailing but want to give it a try? If so the ASH (Association of SingleHanders) has a special invitation for you.

They'd like you to join them — without having to register or pay for anything — in the Half Moon Bay Race this coming April 17th and 18th. If you want to be scored, you'll naturally have to have a PHRF rating, but if you'd just like to show up and race, that would be great.

The race down to Half Moon Bay is about 17-miles — after which most folks raft up.

cat

Richard Jablecki of Sunnyvale, who thought the Poodle Shoot was "beautiful", who likes *Latitude 38* in newsprint, and is a first-time writer, would like all Catalina 27 owners to know there is a Catalina 27 fleet in the southbay.

There was a good season of racing last year. Dave Davis took top honors in *Wildcat*, and a new racing schedule is being set up for this year, perhaps in conjunction with the

according to

"Significant amounts of contraband, specifically narcotics, enter the United States via vessels. The most common drugs smuggled are marijuana, hashish and cocaine. The Coast Guard aims to prevent drug traffic by interdicting drug-carrying vessels at sea. Mariners observing activity or having information that a vessel may be involved in narcotics trafficking are requested to contact the nearest Coast Guard unit or the Commander, Twelfth Coast Guard District, (415) 556-5500. Any report should include, if available:

"Name; homeport; flag displayed; date, time, and position; estimated course and speed; description and color of vessel."

So says the Coast Guard.

What we'd like to know from our readers, is whether you would notify the Coast Guard if you saw what you believed to be smuggling

- cont'd

The only remaining question would appear to be: Can the Yanks win it in four straight as they'd always done in the past with Tom Blackaller at the helm? We say, hell yes!

The fleet races back the next day. If it sounds interesting, mark the date on your calendar. There'll be more details as the starting times are announced, but you may call Hans Vielhauer at (707) 795-5290 in the meantime.

Jim Cate is again the Commodore of the Association of SingleHanders, which we might add is part of the OYRA (Ocean Yacht Racing Association) which we might also add is part of YRA (Yacht Racing Association) of San Francisco.

27

Catalina 30 fleet.

Fleet 2, as the group is numerically designated, is also trying to re-activate the Catalina 27 cruising program and social activities.

So if you're a south bay Catalina 27 owner, contact Richard Jablecki at 655 S. Fair Oaks, N307, Sunnyvale, California 94086. Cruiser, racer, or socialite, you'll be glad you did.

the coast guard

taking place. Would you turn the boat in? Should you turn the boat in?

We are posing this question in view of the fact that probably 95% of us, or members of our family, have smoked pot at least a couple of times, and probably no less than 25% of the younger sailors smoke it semi-regularly or all the time, and probably 10% of sailors get running noses from time to time.

We're also posing this question in view of the fact that dope-smuggling has transformed cruising in much of Florida and the Bahamas to a grim, tension-packed way of life. And there's no reason to believe that the same kind of adverse effect couldn't take hold here on the west coast.

So what do you think? You needn't sign your name.

ior - cont'd

a Peterson 41, came on strong last year with John Bertrand at the helm. Rumor has it that both Bertand and Don Kohlman will help with the boat's Clipper Cup campaign this summer in Hawaii.

Irv Loube's *Bravura* has had her stern altered, opening it up much like *Great Fun's*. The surgery supposedly took out 800 lbs., and only boosted the boat's rating 0.1-ft., a tradeoff that the crew was real pleased about.

Perhaps the most interesting development, however, is the appearance of Richmond YC's Bob Klein. This bay sailing legend, who has wreaked havoc with his Santana 37 *Amateur Hour* in the IOR Division II (rating 29.9-ft. and below) for several seasons, recently bought into *Leading Lady*, the Peterson 40. Klein replaces Bruce Munro in the partnership with Stan Reisch. *Leading Lady* is a past Big Boat Series winner and season IOR champion as well. Whether or not Klein, with his penchant for making older boats go very fast, can work his magic on the red hulled *Lady* remains to be seen.

what's a webbie?

What would it be like to go through four years of college with 25 people in your class, no elective courses, and a ten week work term where you had to find employment in a field related to your studies? For those of us from the laid back, non-graded "hey man, don't be uptight" era of higher education, that sounds like a pretty tough nut to crack. But for those who graduated from Webb Institute of Naval Architecture, that's the standard fare.

Located in a 50-room mansion in Glen Cove, Long Island, near New York City, Webb is known as a "nice place to be from." There's no tuition, and they only recently started charging for room and board. Their academic standards, however, are about as high as you can get.

Paul Kamen, now with a marine engineering and naval architecture firm in San Francisco, says the first week there is like being at a country club. Once classes start, though, things get pretty tough. Courses cover such topics as metallurgy, fluid dynamics, hydrodynamics, thermodynamics, and "Ship Resistance and Propellers", among others.

As you might expect, "Webbies" can handle just about anything once they graduate. Some, like Kamen, go to work for commercial firms, while others like El Sobrante's Jim Antrim, a designer, and Stockton's Jim Bock, a boat-builder, go into the yachting sector.

One of Webb's more illustrious grads is Dave Pedrick, who designed the 12 Meter *Clipper* and is currently drawing the 12 that Tom Blackaller will campaign in the 1983 America's Cup Trials. Kamen recalls an anecdote about Pedrick, three years his senior, that shows the Webbies still managed to have a few laughs inbetween busting their butts.

It seems Pedrick had a French car that he loved to brag about, especially what great mileage it delivered. He fancied himself as a mechanic and said he had tuned his car up to some pretty impressive mpg figures. His classmates decided it was time to teach Dave a lesson, so while he wasn't looking, they would sneak small amounts of gas into his tank. Dave kept watching his odometer clicking off the miles between fill-ups and pretty soon he was up into the 40 to 50 mpg range. He was ecstatic and didn't hesitate to let everyone know how clever he was.

Success is a difficult mistress, followed closely by greed. Dave figured one more tweak ought to put his auto into mpg heaven. His friends decided it was time to pull the plug, and instead of adding gas to his tank, they secretly started siphoning out small amounts. Dave was dumbfounded at his lower readings and, over a period of time, tore his car completely apart looking for the problem. Eventually he figured out the ruse, but not before he had eaten a healthy slice of humble pie.

HURRICANE

In our October issue (the first one), we reported that Mill Valley's Doug McNaughton had arrived in England after sailing through a hurricane. Doug was on his way to compete in the Mini-Transatlantic



Doug McNaughton.

race from England to the Caribbean by way of the Canary Islands. He was sailing American Express, the 21-foot sloop with which Norton Smith had won the previous Mini-Transat. Doug and Norton had commissioned the boat in the Virgin Islands, and Doug had waited in Bermuda for some parts to arrive. At the time, he wrote that he was eager to leave while the odds were with him hurricane wise.

Well, Doug crapped out. His experiences are recounted below. Somehow, he and his boat, built in Alameda by Don Peters, made it through.

He was more fortunate than another sailor who died enroute to the start of the race. They found his drowned body still attached by his harness to the floating wreckage of his boat. Presumably he had been hit on the head by the boom in a Force 10 to 12 storm.

Doug never did get into the race. Arriving the day before the start, the race committee refused to let him go. His boat was badly beaten up and Doug had sustained two broken ribs enroute.



Hurricane Emily, upper right, as seen from a weather satellite. Doug figures he was just about in the eye when this shot was taken, putting him at about 55° west longitude and 43° north latitude.

Bitterly depressed, he watched the 26 boats start. Half of them didn't make it to the Canaries. Five sank, but their skippers were all rescued. The final winner was a French 21-footer (the maximum length allowed) that had a 40-foot stick and a 9'3" beam. The winning time was 20 hours off Norton Smith's pace from the 1979 race.

Doug is back in Mill Valley now, having spent the fall in England rebuilding his boat

and doing some sailing on other boats. His body has mended, and his resolution to win the next Mini-Transat in 1983 is even more fervent than before. While in England, a public cry went up to not allow the race and they asked Doug to speak out against it on public television. He refused, saying the small boats were quite safe. Certainly that's how he feels about American Express, and with good reason.

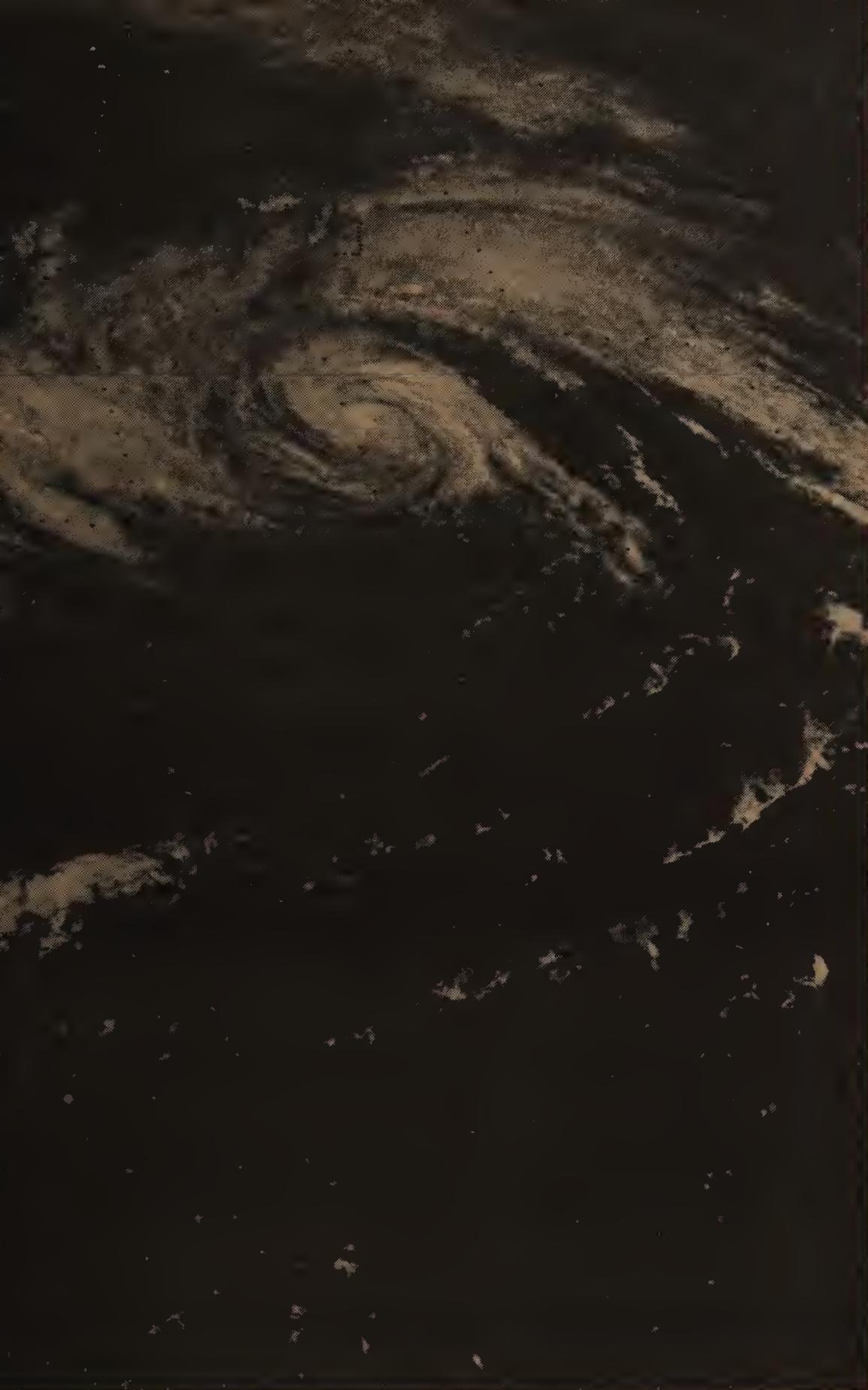


PHOTO COURTESY OF THAT GREAT PHOTOGRAPHER IN THE SKY

On February 18, Doug will present a talk on "How to survive a hurricane in a small boat" at the Oakland YC. The event is free. Call Chuck at 332-0202 for more information.

I left Bermuda with mixed feelings about the transatlantic crossing I was starting. After two months of working on *American Express*

and her new movable ballast wing, I was more than eager to get off to England for the 1981 singlehanded Mini-Transat. But I also had feelings of regret about leaving people in Bermuda that I might never be able to see again. They had helped work on *American Express*, opened their homes to me, made me feel part of the family. I wondered why anyone would insist on singlehanding a boat when he could stay and sail with friends.

As I cleared St. George Cut that first night, *American Express* moved smartly up the channel with what little wind there was. Her new ballast wings stretched out to weather, ready to be filled if the wind picked up. Out-



American Express just after she was launched in Alameda.

side the Cut a squall hit halfway down the approach channel. "The perfect start," I said to myself. "One a.m. in the morning and a squall straight out of the NE." I was soon down to a reefed jib and reefed mainsail steering a course that would put me south of the Azores if I were to stay on it for a week or two. Not exactly the quickest way to England.

By morning the wind had gotten very light and was still coming from the NE. I found that I would have to tack repeatedly for the next few days just to get up to the Gulf Stream. My progress was very slow. There were seas but almost no wind. I rarely saw the knot meter go over three knots.

The local weather forecasts, which I could still pick up on my radio, said that there was only 5 to 8 knots from the NE. At the end of the week my dreams of setting a new record for a 21-foot sailboat crossing seemed almost impossible. I was becoming more and more depressed. A day's run frequently was only

HURRICANE

I envisioned myself hanging by one foot until dead.

50 miles in a boat that has done over 200 miles a day more than once.

Finally I hit the Gulf Stream, or, more accurately, it hit me. I had gotten a wind shift that put the wind on the beam. The barometer was down, a few points to 1018 and we were sailing at 5 knots for the first time since I left Bermuda. I had the 150 up and went to bed hoping that the wind would continue for the next few weeks.

In the middle of the night something on deck woke me, so I opened the companionway. No sooner had I put my head out when we were hit by a wall of wind and spray. The wind strength made furling the genoa impossible. I rushed forward to get the sail down by hand and put up the reefed 110 jib.

I thought that it was probably just a small squall, yet it was a clear, starry night. I no sooner got the reefed jib up than another powerful gust hit the boat and split the jib as I was setting it. Again I went forward to pull it down and was immediately drenched by a wave that seemed to travel straight over the bow. To my surprise the water was remarkably warm. I was in the Gulf Stream. "This must be the welcoming committee," I thought to myself. I finally wrestled the jib on deck in the increasing gusts. There was no rain and I still don't know what to call gale force winds that occur out of nowhere. I can only guess they were somehow due to meeting the gulf stream.

As I crawled back into the cockpit wondering what was going on in that crazy

sea, another wave picked the boat up and threw it down so quickly that I was left in the air for a second. I fell down on the ballast wing cross arm with such force that I broke two ribs on my right side. Painfully I climbed below to let the boat sail herself with just the reefed main up. I cursed myself and the crazy ocean over my injuries. It was all I could do to lay still and focus on relaxing so I could breath easily.

A few hours later the wind was gone. I tried to get up but found that I was better laying still a bit longer. Eventually the critical voice in my head said it was time for a damage report on deck, so I pulled myself out. It was a good thing I did. The radar reflector was hanging by a thread and the genoa was dragging alongside like a sea anchor. I pulled the genoa in and then went back into the cockpit to think about the radar reflector. I knew that I didn't want to lose it. It was one of the plastic covered models. If nothing else, it was expensive.

I sat down to meditate over what appeared to be the day's small challenge. I had already been forced to climb the mast twice at sea that first week after my main halyard had parted at the masthead. I meditated on my new test. I would have to climb the mast and somehow secure the reflector. Ideally I would Nicopress on a new wire fitting.

Climbing a mast with broken ribs is painful, slow work. Even with the help of the small rope ladder I made, I could only spend a few minutes holding on. At one point I pushed my foot through the gap between the mast and the mainsail. It gave me extra support from below, and thus relieved the pain in my ribs. But I had very little strength and soon felt I had to get down before I fell down. I tried to get my leg out but it wouldn't come. I pulled again and it stayed firm. The pressure of the wind in the sail was too great to give it the slack I needed.

I was on the verge of panic because I could hardly hang on to the spreader arm. I saw myself hanging upside down from the mast, caught between the slug slides I had carefully sewn on to the main. I envisioned myself hanging by one foot until dead. I knew in my condition if I didn't get my foot out in the next few seconds I would be helpless.

I took a deep painful breath and concentrated on how I was caught. "It's like a yoga movement," I told myself. "Just slowly bend

your foot around and pull it out." I did and thank goodness it came out.

I climbed down and was shaking as I got into the cockpit. The full implications of solo sailing had just been demonstrated to me again. A small thing like climbing the mast with the main up had seemed easier because I could use the space between the slides as steps to supplement my ladder. That advantage had turned into a death trap because there was no one there to help me when I got caught. The lesson was taken. I would look for the small dangers for the rest of the trip.

After two more trips up the mast I finally got the radar reflector secured. I sat in the cockpit listening to the weather report, nursing my ribs, and sewing the jib back up. It was then that I first heard of tropical storm Emily. She had just popped out of nowhere. About 150 miles north of Bermuda moving NE. She was a Force 10 to 11 storm, but I wasn't worried. I knew that the boat could take it and I felt I could take it too. The storm was just another test. I would have to be careful and get ready.

The 0600 storm warning gave me something to worry about. Emily was now a full hurricane with sustained winds of 85 knots. She was moving directly toward American Express at 8 to 10 knots. At best if I sailed ahead of her she would catch me in three days. I had never been in a hurricane and had never heard of a small ultra light type boat dealing with a hurricane. Having taught heavy weather sailing, I knew what I would do in a gale. But a hurricane was something unknown to me. I could only imagine it was a gale with stronger winds. In truth, it is a totally different type of storm.

A gale or severe storm at sea is a rotating mass of wind and rain. Typically the rotation around a low pressure area is counter clockwise in the northern hemisphere and clockwise in the southern hemisphere. In a gale or severe storm, winds can at times actually reach hurricane Force 12 in gusts, but the sustained wind speed will be controlled by an opposite rotation of air in the upper atmosphere. So while the storm is blowing around the low in one direction on the surface, the upper atmosphere is rotating in the opposite direction, thus effectively placing a

ceiling on how high the surface wind speed can go.

A hurricane has no such restrictions. While it may start out as a tropical storm and end as a severe gale, the shape of a hurricane includes a massive updraft of warm air from the ocean surface. This effectively brings the rotation of the storm into the upper atmosphere in the shape of anvil clouds that will spread hundreds of miles from the storm center. As wind speeds in the stratosphere frequently reach over 300 knots, a hurricane can, in theory, have surface winds approaching this unbelievable force. Hurricane David in 1980 included surface wind speeds recorded at over 200 knots.

The shape of a hurricane can be described as a giant funnel as much as 1,000 miles in diameter. The center, or eye, ranges from 50 to 200 miles in diameter. The hurricane height will often be 6 to 8 nautical miles. As this giant, churning storm moves across the surface at 5 to 15 knots it is pulling the warm surface air into the upper atmosphere. Wind speeds at the periphery begin with squalls of Force 7 to 8. Once the storm level has reached winds of Force 12, there is no upper limit to wind strength. By definition the wind strength will have a *sustained minimum* of 64 knots or more. The last storm warning I was to hear for Hurricane Emily announced an eye of 75 to 100 miles, sustained wind speeds of 85 knots with higher gusts, mean wave height of 25 feet and peripheral winds of sustained 55 knots located 450 miles from the center.

My first reaction was to get everything secured, list what needed to be done, and determine the best way to avoid the full violence of the hurricane. Since the storm was moving towards me, I needed to put as much distance between myself and the eye as possible. Land fall was impossible because it would mean sailing into the hurricane and getting to land just as it hit me. I did not want to have a leeshore! Running to the south would put me on the most dangerous side of the funnel, where the winds would suck me into the center. The only real option left to me was to sail N or NNE and try to get ahead of it and into the "navigable quarter." Hopefully it would die out or go south or anywhere else.

On the morning of the second or third day of my attempt to outrun Emily, I had a view that few sailors have witnessed. The dawn came high over a bank of clouds with a terrifying blood red color and a cold NE wind. It may have only been the wind, but I felt a chill down my spine when I saw the dark purple-red sky spread within the black storm clouds. I remembered the old mariner's verse "Red sky in morning, sailor take warning." I felt I was looking at the same sky that the old sailors had seen. There was no mistake about the warning.

The winds picked up and occasionally there were flashes of lightning behind me in the west. I never saw the sun after dawn. By 1300 it was like dusk. Two hours later it was almost dark. A solid black wall covered the entire western horizon. Clouds raced overhead as if I was watching time-lapse photography. The flash of sheet lightning and bright colors of the sea gave a surreal effect. I was truly frightened. This was more force than I had ever seen in my life. It looked evil.

I knew it couldn't be, though. I reminded myself that it was a natural force and not out to get me. I also considered that my chances of making it out were probably less than 50/50. I would have to make no mistakes and have a strong, positive attitude. I meditated on how the hurricane might be used to help me. After an hour I felt relaxed and refreshed and I had an answer. The westerly trade winds would follow the second half of the storm and take me to England for the race. I focused on that idea. It may sound crazy, but it gave me a goal.

This "positive storm sailing," as I call it, is much better than scaring oneself with what might happen or just sitting below and letting the storm beat the hell out of you and your boat. Too many times I have seen people incapacitated by their own fear of a storm. I have always found it's better to deal with problems as they come. If it's a gale, then sail the boat and meet the conditions at hand. Don't worry about what might happen, or even what almost happened. Personally, I need a goal. My focusing on the hurricane as a means of getting to the race gave me the mental edge I felt I needed.

The first squalls hit early that evening. The barometer that I had borrowed from Chuck Hawley continued to drop, but there was lit-

A hurricane
can have
surface winds
approaching 300
knots!

tle wind shift. That meant I was right in the path of the storm, which was bad, but not as bad as if I had been on the right hand quarter. My first tactic had at least been partially successful.

I threw *American Express* onto a broad reach keeping the wind on the starboard quarter. The seas were not too bad, and we ran at 8 to 10 knots with reefed main and reefed 110. It was good sailing and surfing conditions and I kept going for 10 hours before the barometer started going up. The rise in atmospheric pressure meant I was outside the path of the hurricane's eye. I was glad and tired, so I reduced sail to the third reef in the main and put up the storm jib and hove to for a rest. I had been sailing for a day and a half without food or sleep.

When I awoke an hour later it was much rougher. I thought that maybe I wasn't far enough away from the storm track so I started to run again. The seas were much larger now and very steep. The wind was gusting Force 9 to 10.

After a few hours I was exhausted. I hove to on port tack to stay out of the eye. I stayed like that for a day as the hurricane built up around me and the gulf stream carried me with the storm. The waves were very steep, almost vertical, and close together running against the gulf stream. They were a brilliant blue with raging white crests that blew off in long streams. It was frightening and beautiful to look out through the companionway, safe behind my wall of lexan.

HURRICANE

The boat took the waves very well. We flew over the top of most of them and down into the troughs with no problems. Our speed stayed fairly constant and we never seemed to stall on the crests or in the troughs as a heavy boat does. Later, when the truly large and bizarre waves came smashing into the boat or down on top of her, she came up like a cork.

The waves stopped having any regular wave-like shapes after a while. I kept thinking how they looked so much like the freak waves in Cole's *Heavy Weather Sailing*.

Some of the waves seemed to be triples. We sailed up over one breaking crest, and there would be another coming from the side. We'd lurch over that one only to see we were on a mountain with yet another crest, like a waterfall. It must have been one of those that hit on the third night inside the hurricane.

We had already been knocked down so many times that I stopped marking it down in the log. The waves had all the finesse of a train out of control. You could hear the roar of tons of water even over the constant scream of the wind. It was blowing harder than any wind I have ever been in before.

I had a reefed down storm jib and a fully reefed main and the tiller hard over with shock cord and the Navik steering gear set into the wind on a port tack. I needed the sail to keep the boat into the wind and the waves. Unfortunately the waves came from two or three directions. The monster waves seemed to come out of nowhere and came crashing down on the boat with such force I thought she would split open.

I was asleep when one hit like an explosion. We went way over and all the bins opened up and came crashing down on top of me as I was thrown across the cabin and up by the ceiling. Water came pouring in as I struggled to climb out from under all the gear. I didn't know which way was out. I reached out to stop the water and found the companionway as the boat came back up. I crawled out to see if there was a mast left.

Climbing out was like stepping in front of a firehose. I could hardly breathe or see. The main was split and about to be blown to rags. I felt I had to save it. I crawled on my stomach to the mast and wrestled the sail in

I couldn't find
the hole,
and thought
I was going crazy!

inch by inch while tying it to the mast and boom. It took forever. Waves kept breaking over the boat, submerging us both at times and knocking her down. Finally I crawled below so I could breathe again.

When I got to the companionway and slipped into the pile of wreckage inside, I noticed that the washboard was gone. The companionway had been closed tight before the wave hit, but the force was so great that it had popped it open and shot the washboard to oblivion. I did not have an internal lock, but I will now.

Down below there was food on the ceiling with rice and sunflower seeds everywhere. I leaned out to the bilge pump and pumped the boat dry from the companionway. Then I collapsed in sleep for about an hour. I told myself it would be easier to change the sail at dawn, less than two hours away. I was too tired to do anything else. Besides, my ribs hurt.

At 0530 I awoke shivering. I got the stove going and heated up some food packets while I listened to the constant screaming and smashing of the hurricane. I hadn't slept well. We were thrown over several times and every explosion on deck sounded like the mast was gone. But it was still there somehow, and my incredible boat was still in one piece.

I sent a message of thanks to Tom Wylie, the designer, Dave Hulse, the sparmaker,

and Don Peters for building such a strong boat.

I needed the main up to keep the boat moving at the right angle to the waves, but changing sail in a hurricane is probably the most difficult task imaginable. The noise was so great all the time that I had to give myself verbal orders just to hear myself think. I slowly brought out the sail a foot at a time, taking care to tie it down. It was more like a wrestling match, but after 4½ hours I was ready to raise the sail to its fourth reef point. (Thank goodness Dewitt put four in!) I even remembered to put the battens in.

As I raised the sail and reset the Navik, I felt that there was reason to celebrate, but I was mentally and physically exhausted. The stress sent me into despair and I sat asking myself "Why? How many more days could this go on?" The hurricane was now at its most violent stage and it seemed to have taken over my destiny. Everything I ordinarily took for granted, such as seeing, hearing, sitting, breathing and sleeping — they were all difficult jobs. I felt I was being beaten to death. "Next the boat will capsize, the mast will break and hole the hull, and I won't be able to stay in the liferaft," I told myself.

No sooner had those dark thoughts entered my mind when I heard the incredible roar of another giant breaking wave. I knew it was going to hit. As it threw the boat over on its beam I slammed the companionway shut on the sail that had replaced the washboard.

The boat went over so hard and fast that I could tell she was going all the way. She felt like a dinghy capsizing. Without thinking I went outboard as she rolled, just as I would with a dinghy. The keel was already out of the water and I was on it before the boat went all the way over. It seemed like only a second before she started back up, and I pulled myself into the empty cockpit. I can only think that my weight and the water ballast helped prevent a full 360. If I had thought about what I was doing I don't think I would have gone over the side.

I had never seen the cockpit so neat. Everything was gone. The lines were over the side. The big solar panel hung on with its frame broken. The Navik was still there. The true miracle was that the mast was still up.

My special beanbag chair was in the spreaders for a few minutes before the hurricane blew it away. I never saw it land.

The Windex was just broken wire, and the mast seemed to have a slight bend in it. I noticed that there were very strange looking dents in the boom, the gooseneck was cracked, and there was a two inch hole in the deck where a stanchion had punched through. Water was pouring into that hole and the boat seemed to be heeling over more.

I scrambled below to the total chaos of the cabin, pulling gear, sails and food out of the way. I couldn't find the hole and thought I was going crazy. I went back out and saw it was still there with water pouring in. Suddenly I realized that the stanchion had been over the water ballast tank built into the hull. I wasn't sinking; the water was pouring into the ballast tank!

I manned the pump and began pumping out the water in the tank. It was completely full, meaning 85 gallons had gone in. It added to the already dangerous heel of the boat and I didn't want it to fill up again. I grabbed a space blanket and shoved it into the hole as a temporary measure. It filled the hole and at least slowed down the water rushing in.

I tacked to get the damaged side to weather. I'd have to think about what else to do later. For now, though, I would have to try and get all the gear below squared away, or at least divide the pile into port and starboard units. It was an unbelievable mess. I couldn't really tell what was what below, plus there was about 100 gallons of water. It had run back into the keel along with rice, lentils, sunflower seeds, and alfalfa seeds. The pump kept clogging with all the seeds and junk, and waves kept breaking over the boat.

The waves and wind were stronger than ever. I knew I couldn't just sit there and let the hurricane beat me to pieces. I'd have to fight to stay alive. Fight my way over each wave. That meant I'd have to steer somehow, maybe for several days. I didn't know and it didn't matter.

I grabbed some nuts, water and honey. It was all I could find that was ready to eat. I rolled myself up in a space blanket and jammed myself into the cockpit. I steered more by sound than by anything else. The sound

The unreal,
high-pitched,
constant screaming
had stopped with
terrifying
suddenness.

of a breaking, incoming wave, like incoming artillery, meant I had to move fast. I'd hear the roar and spin the boat into the attacking waves. They came from two or three directions. Sometimes the waves were 90 degrees apart. They didn't look much like waves. They'd have crests breaking in all different directions and the wind was blowing tons of water off the top. It was hard to see. I had to keep my head down in my jacket and blanket to breathe. I made no promises to myself. I just kept repeating: "One wave at a time. One wave at a time."

I steered through the day and into the night. We were knocked down repeatedly and fell off some enormous waves. I wondered how any boat could stay together under such a beating. Sometimes it felt like we'd fallen into a pit as the wave crest beneath us collapsed or was blown away. Nevertheless, the boat kept moving. I hoped that I could hold up as well as the boat and just keep going.

By midday I was not sure what was happening anymore. It seemed as if the hurricane had always been and I would always be in it. That was when I heard Norton Smith call me and ask me if I was alright. I told him I was, that I just needed some energy. The audio-hallucination, if that is what it was, was the only one I had. But I did feel that I

had more energy, and felt that I could draw on the energy of all the people who were concerned and thinking about me, like Norton.

I kept up my chant of one wave at a time for the rest of that day. When I'd start to go to sleep from exhaustion I'd usually get hit by a wave. It was like a slap in the face and I remember saying "Thanks, I needed that." Except for that and some of the waves, I remember very little. I may have hypnotized myself with my chant and the exhaustion. I have no recollections of night coming, perhaps because the sky was always black, or when the orange sheet lightning stopped.

I do recall jerking up suddenly. I was still in the cockpit, my hand was on the tiller and it was pitch black. But there was no wind. The unreal, high pitched, constant screaming had stopped with terrifying suddenness. I looked up and saw stars in the night sky and had to think before I knew what I was looking at. It was like a dream. The seas were still wild, but they were a pantomime reminder of the hurricane. I was afraid to wonder if it was over. I prayed that it was.

It was hard to move. I had been wedged in to the cockpit tightly for at least two days. I was very stiff and my body was numb. The waves were still smashing into the boat so I had to hang on. At last I could breathe and see, and hope it was over. I pulled myself below deck. It was 3 a.m. or 3:30, I'm not sure which. I stared at the barometer. I couldn't remember how low it had been before and I had trouble reading it, although it is usually simple. I kept counting the lines and losing track. I was so tired. I counted out loud to help myself concentrate. "One, two, three, four." What did it mean? What had it read before?

I crawled back into the cockpit and looked at the sea. Then I looked at the stars for a longtime before I noticed they were only overhead. The entire horizon was black with flashes of the orange sheet lightning I knew so well. Then I remembered what the barometer had read days before. I didn't want to know, but I knew then why the wind had stopped screaming. It wasn't over. We were in the eye of the hurricane.

End part one.

— doug mcnaughton

OUT OF MY MIND



The Life Raft Dilemma . . .

Once again my house is looking like a battle-field and this is not the end, but the very beginning of a war. Maps, piles of Sailing Directions, ropes, boxes of equipment, letters to producers . . . Yes, it is time for me to sail again.

Hundreds of questions: What will be the average speed of my boat during July-August Pacific crossing? Who will buy my stories? What kind of a weather must I expect in the Torees Strait about August 20? What about typhoons on the Indian Ocean. Such problems are routine and I can easily cope with them, just like before. It will be the same 27-ft. boat (no engine), that same cat — "Cardinal Virtue" — with his 13,000 miles of sailing experience, the same motto: "The Ocean is always stronger".

But one problem still remains unsolved and I do not hope to find fast resolution.

"Will you carry a life-raft this time?" — asked recently one of my friends, still upset that my boat was not equipped with such an important item when I sailed to Japan and back. "I do not know," I answered, and believe me, this is the truth.

In recent years we read dozens of blood-chilling stories about life-raft failures. Life-raft (brand new) which does not inflate in a swimming pool test, 6-person raft unable to accommodate 3, life-raft capsized by any bigger wave. For sure, I do not want to repeat these stories again, regardless I am working continuously to build up my own file about emergency gear failure.

The last story (*San Francisco Chronicle*, December 28, 1981) is a drama of two Air Force pilots, ejected over the ocean from a F-4E plane. One of them, Thomas Tiller, 26, a real hero of survival ("I never gave up hope") drifted six days because his water-

But there are also many good stories. Life provided that life-rafts work. At least, sometimes.

So, it would be a mistake either trusting life-rafts too much, or also underestimating them.

"Even if life-rafts fail sometimes, it is better to have one (or two) than none" said one of my voluntary advisors.

The problem is that I am not so sure about it. At first, because of extremely high cost, may be it is better to spend more money buying in place of a raft more and better equipment, and this way increases safety?

But how can we evaluate such factors like human life, life-raft costs, life-raft dependency, price of yacht, and sailors pride? I do not know.

A life-raft is a little bit similar to a parachute, you never know how good it is until you suspend your life on its tiny ropes . . . but small plane pilots always fly without a parachute.

Another point. A life-raft can give us trouble. Sailing with a life-raft most of us will probably take much bigger margin of risk. But if the life-raft fails . . .

More!

It happened many years ago, but this is a very interesting case. A 45-ft. yawl, sailing the North Sea in October (a very bad time for sailing vessels on those waters) with a 10 person crew, was tortured by an endless violent storm. Mr. G, the skipper of the yawl, had many problems: Most of the sails were gone with wind and the completely exhausted crew was unable to repair, fast enough, what was left of the sails. The engine like in many other stories did not work, thus also the batteries and the radio.

Sailing with a liferaft,
most of us will probably take
much bigger margin of risk.

A man who pulls himself up by his own bootstraps, Andrew nonetheless is not one to turn his head to sponsorship offers. A successful veteran of several arduous sailing adventures and an engineer by trade, Andrew might be the ideal candidate to promote your company or evaluate your sailing gear. If you're interested, you may contact him through *Latitude 38*.

proof radio became waterlogged. The second flier disappeared. It would be a poor joke to say that his raft sunk in spite that his radio stayed dry.

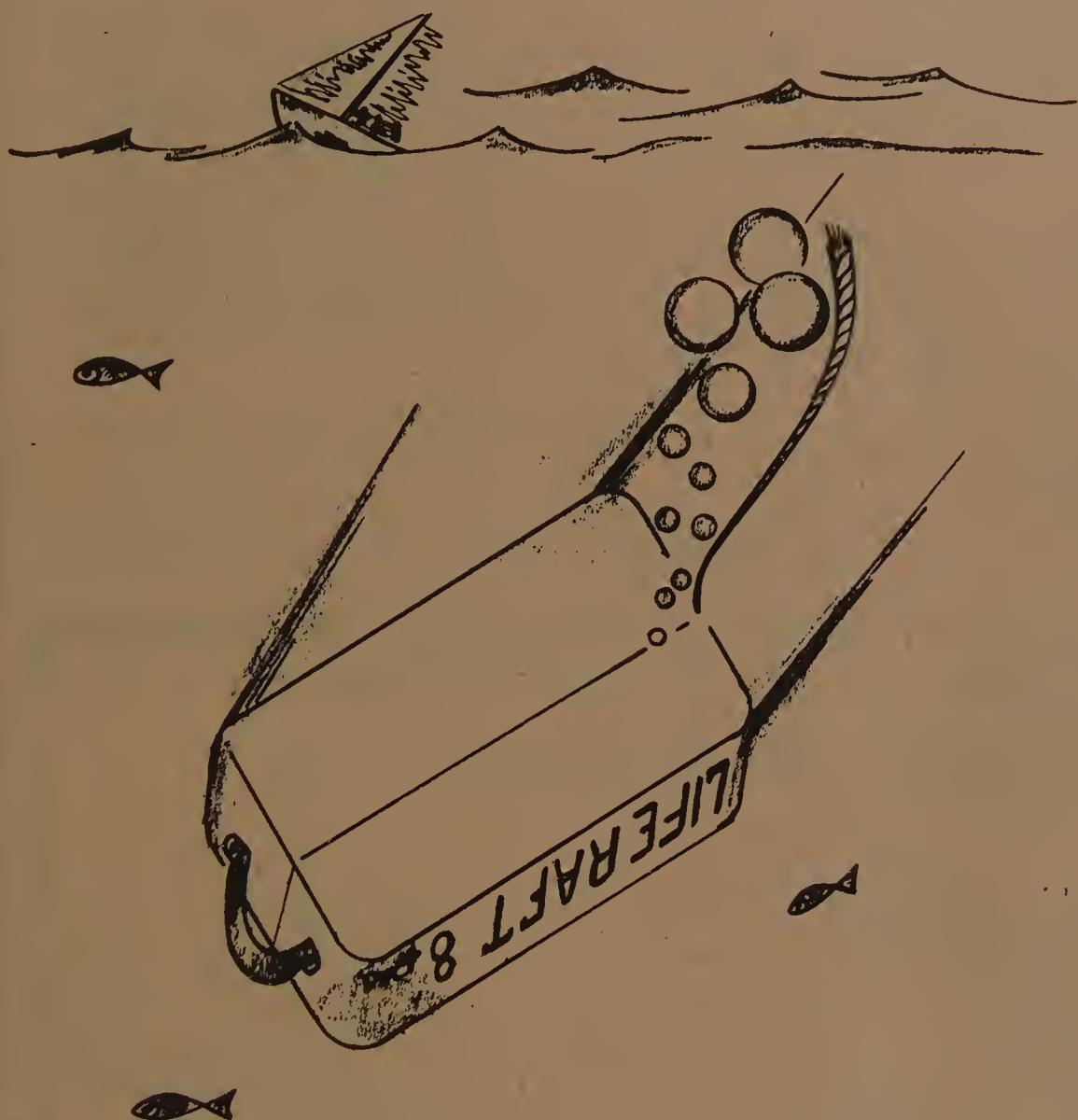
Fortunately (or not) the yawl did carry two life-rafts. In the worsening weather the only thing Skipper G. could do was to drift on the sail remnants, waiting for a better weather or

ON A LIFERAFT

a rescue. But because they had still more and more water to pump out, Skipper G. considered the boat as a lost one. He

real gentlemen — returned the owners all their personal property (wet sleeping-bags, and wet provisions). The yawl got new

Fig 1.



IT IS BETTER TO HAVE ONE...

ordered to abandon the yawl.

After drifting for three days in the liferafts, the crew and the skipper were picked up by a small freighter and returned safely to the land. "There was nothing we could do to save our boat. She probably sunk several hours after we abandoned her," said Skipper G. when interviewed by mass-media. But he was wrong! To everyone's surprise, and Skipper G.'s shame, the yawl was found drifting three days after she was abandoned. Some fishermen perceived her close to Scandinavian shores and simply towed her to the nearest harbor. The fishermen — a

owners.

"If they would not have had the life-rafts they would not have lost the boat," many people commented, including me. But many protested, claiming Skipper G.'s decision was right. The matter was very sophisticated, but I think Skipper G. gave the best judgement himself; he was never more seen in any yacht club, any harbor, nor the sea again.

So, what to do?

One night I wake up with an idea which soon awakes our entire family, my wife Krystyna and all cats, including "Cardinal

Virtue". It was something like this: to take a life-raft for blue water sailing is a must, but while sailing you must act as if you were sailing without one.

Discussing till the sunrise, this little Zen-style, statement (to have life-raft and simultaneously to have it not — sounds like Zen koanas, sounds like: "What means less than nothing?" or "command yourself: forget that you exist"), I found it meaningless to spend several thousand dollars for nothing, if one should take the above conclusion straight.

You can't believe that you have no raft if you carry one with you, like you can't forget you exist. At least for a longer time.

Another analogy: If you can't secure a piton, nut, etc., in a rock while climbing a difficult wall, it is better to have no protection than to try to use them and have only an illusive protection. At least I think so.

Sailing without a raft is as climbing without assurment, you know that nothing will hold you, if you fall — so you are extra careful and alert.

But if you have a raft, regardless how careless you will sail — you still have one. More confusion.

Coming to the end. I do not like sad conclusions or heavy dilemmas in my column. So let me serve something lighter to relax. I still did not say a single word about my own experience concerning liferafts. Voila!

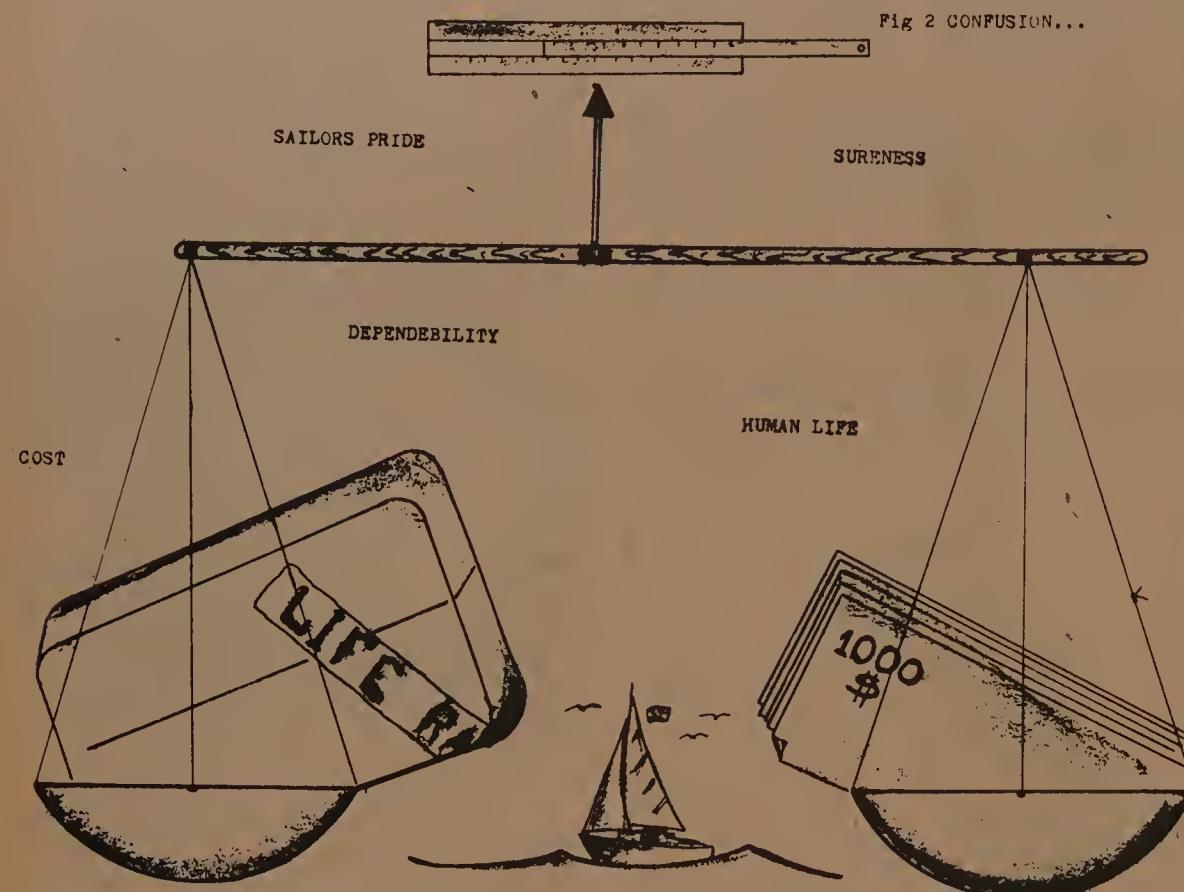
I participated, on several occasions, in life-raft experiments including a 24 hour experimental drift in an open life-raft in the ice cold Baltic Sea and in a similar test in tropical waters, hoping that my observations will help producers of life-rafts make some improvements, but my greatest experience was on dry land!

It took place on a hot night in Casablanca when my friend Stanislaus Woznicki and his crew were almost ready to begin sailing on a wooden raft, Kon-Tiki-style vessel, across the Atlantic Ocean to Antilles. The farewell party was outstanding and a couple dozens participants had terrific time drinking inexpensive local wine, playing cards on the table and other games under (there were many girls).

Note: It is important to say that the table top was placed on a huge package of a life-raft (I guess for 24 persons). After a lot of drinks, endless toasts to the brave voyagers the wine gave us wings. During mentioned

DILEMMA

Fig 2 CONFUSION...



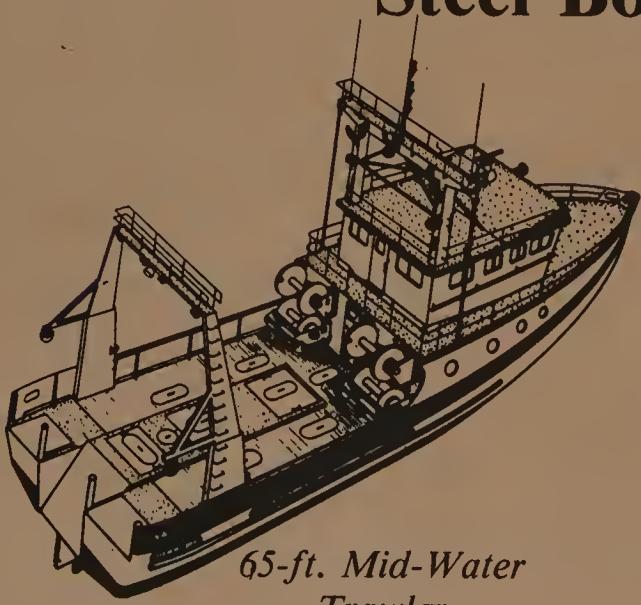
above "games on various levels", somebody mixed neighbouring girl garter with a life-raft rope agitating the inflating system.

There was no escape from the small over-crowded room. The almost exploding life-raft (who said rafts have difficulties with inflating? Who!) filled in seconds the whole room, pressing the party participants to walls, to ceiling, to each other. And most of the convivial guests had absolutely no knowledge about life-rafts. Even I did not know were were sitting around one! When the screaming, shouting for "help" and shouts "Earthquake, earthquake" stopped, we heard the calm and imperative voice of Stanislaus: "Wherever you are, whatever is your situation and position, for god sake, do not use any sharp objects . . ."

Will I carry a life-raft on my next sailing? Like always, honest to our readers, with a hand on my heart and confusion in my head, I have to answer: "I do not know."

— andrew urbanczyk

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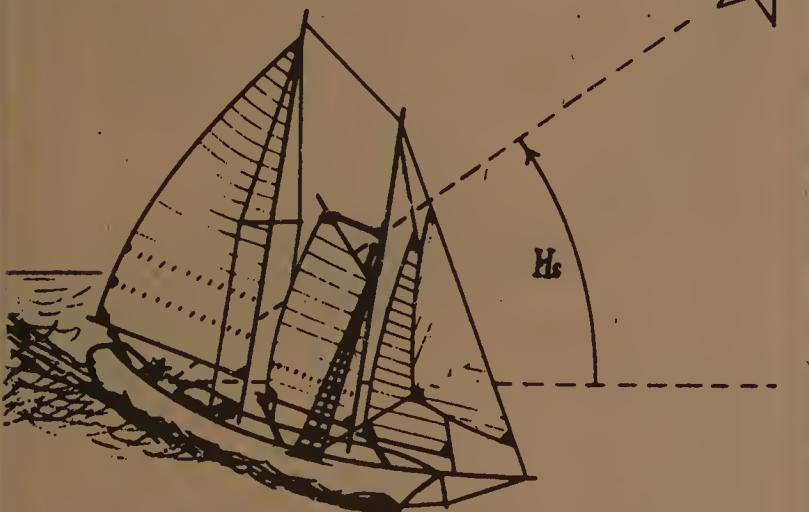


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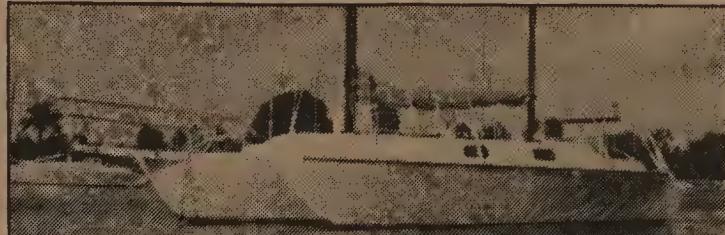
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MEXORC

Although it may come as a bit of a surprise to gringo sailors, there is more than a little

a sixth race, a Gold Cup course, and trophy dinner on Saturday the 20th.

By the time you're done with breakfast, off comes the t-shirt and you're in trunks until you're sunburned.

yacht racing that goes on in Mexico — racing by and for Mexicans. Now virtually all of it takes place in Acapulco where the boat owners, most of whom live in Mexico City, come down once a month or so to race. And they've got some fine boats to race in: five or six Peterson Two Tonners, three or four Ranger One Tonners, a bunch of Cal 40's, and a growing flock of J-24's to name a few. They aren't all state-of-the-art machines, but all in all it's a hell of a good fleet. Most of the racing is local, although every now and then they have an ocean race up to Zihuatanejo or Manzanillo.

Back in 1971 the Mexican sailors were getting better and looking for a wider range of competition. Who better to race against than the Americans? To this end Federacion Mexicana de Vela (Mexican Racing Federation) started the MEXORC (Mexican Ocean Racing Circuit or Circuito Mexicano de Regatas Oceanicas) — a Pacific Ocean equivalent to the SORC on a slightly less ambitious scale.

The way they figured to get the Americans to enter was to stick the MEXORC on the end of either the Puerto Vallarta or Manzanillo Races in February. Until this year, the usual procedure was to hold two MEXORC races at the conclusion of the California feeder race, then let everyone go home for two weeks to catch up with business, and then concluded MEXORC with three more races. This format worked only moderately well, as usually only six or eight American boats would stay for the entire series, to compete with the dozen or so Mexican entries.

For 1982 the format has been changed. MEXORC will start right after the end of the Manzanillo Race on February 12, and will be sailed in its entirety by February 20. The series will consist of six races; a local race in Manzanillo Bay is first; the second is the 45-mile race to the Hotel at Careyes where the fleet will anchor in the natural cove for five days; races three and four are in the Careyes area and are combined with many social activities. The fifth race is 45-miles back to Manzanillo, and the series ends with

To get the 'feel' for MEXORC we talked a year or so ago with Burke Sawyer, a fine southern California sailor who, up until selling out a few months ago, was a partner in Watts Sails, one of the important lofts in southern California. We began by asking Burke if he personally liked sailing the MEXORC better than the SORC in Florida. Without a moment's hesitation he said:

"I like it more because it's more fun. There's less pressure to perform, to win at all costs. It's the way sailing should be, having a lot of fun with good friends, and enjoying it. Usually there are lots of women on the boats, and you don't have to be busting your butt all night in rotten weather."

Burke allowed that the MEXORC is racing at the manana pace:

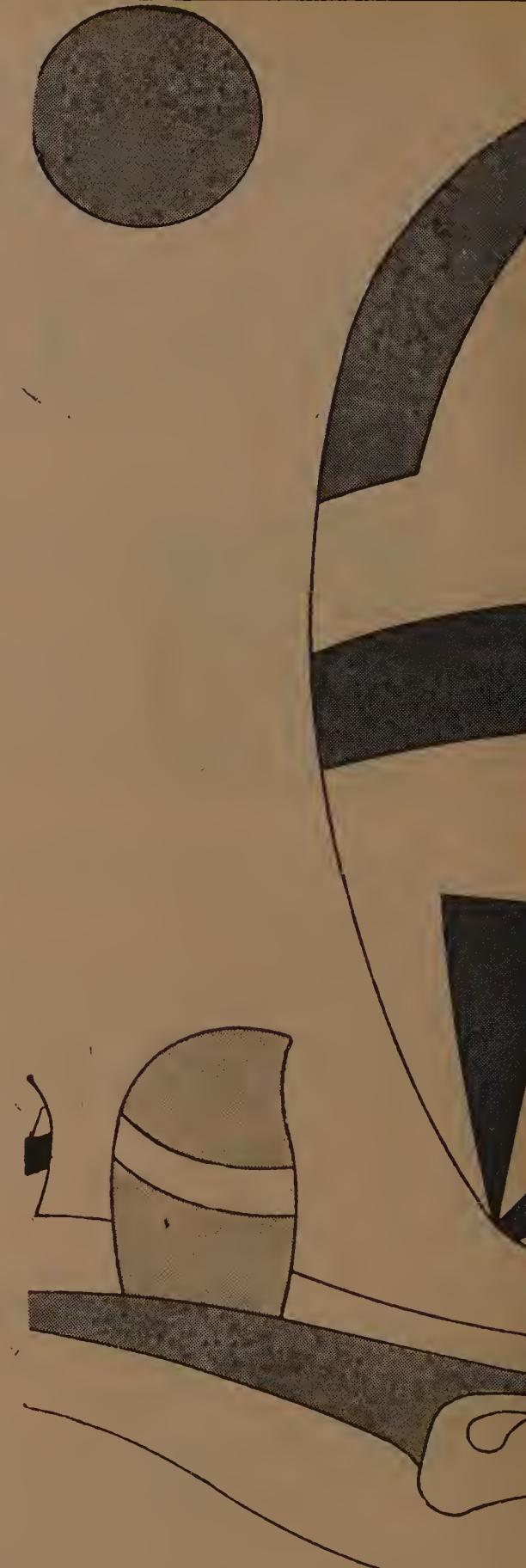
"It's kicked-back racing, definitely not as intense as the Big Boat Series on the bay. The race is supposed to start at noon, but by 11:00 nobody has really moved yet, not even the race committee. And all the crews have to take the one shore launch out to the boats [this is at Careyes], but nobody is worried because the race committee won't show up until about 1½ hours after the scheduled start anyway. That's the way it's done."

The weather isn't bad, for sailing or sunning:

"Generally it's lighter airs and anything can happen, which is good for kicked-back racing. The winds aren't really heavy, but you get 12 to 15 knots up at Careyes in the afternoons. I like sailing in light air, and I like sailing where it's warm. There's enough wind to keep you going, although sometimes it shuts off in the early morning period when it shifts to an offshore breeze, and sometimes it turns off when it shifts back to a land breeze at night. But you know these things are going to happen, and even if they don't, that's fine, too."

"The weather is just fine for sunning. When you get up in the morning, you put on your trunks and maybe a t-shirt for breakfast. But by the time you're done with breakfast, off comes the t-shirt, and you're in trunks all day long until you're sunburned."

The Mexican Sailing Federacion says



MEXORC "not only provides U.S. skippers competition with the outstanding Mexican fleet of modern ocean racers, but also the enjoyment of typical Mexican fiestas, food, friendship and fun in the sun. Burke seems to agree with that assessment:

"There's a lot of fun that goes with the racing. They have a Fiesta on one of the days, and then they have 'Fun Days' with stuff like burro racing. Each boat gets a burro to race, and a tree to decorate. With the tree usually everybody is standing on everybody's head wrapping toilet paper around it. One year

CIRCUITO MEXICANO DE REGATAS OCEANICAS



know anybody down there and think it's going to be really difficult to get everything planned and worked out — where do I get hotels, how do I do this, how do I do that, what about the food. But there's no point in worrying about it, because there's no problem. There's lots of boats and lots of folks willing to help you out."

The racing even gets some support from the Mexican governmental establishment.

"Sometimes the Mexican Navy boats accompany the fleet on the course, and sometimes they serve as committee boats. Actually they probably feel safer sailing next the fleet, some of their naval vessels are pretty

they wrapped Bruce Nelson up in his tree. The burro race is around a couple of trees after which you have to eat a banana and drink a warm beer that's been sitting out in the sun — people puke and stuff. It sounds kinda crazy, but it's relaxing and everyone has a lot of fun.

"They also have a 'Fun Race' that doesn't count. You have to catch two balloons floating on the water of the race course, so all of a sudden one of your crew

has jumped overboard and you have to drop the chute and go back and pick him up. That's pretty good, and so is the Pirate Party.

"Probably the best of all is at Careyes, because there is only one hotel there and nothing else. The whole thing is reserved for MEXORC, and you know everybody there. There's a disco, and you eat all your meals there, it's a great package."

Burke thinks that a lot of Americans don't race MEXORC because they're a little afraid of not knowing what's going on, but he says it's no problem.

"The Mexican yachtsmen are really friendly. I think some American sailors get discouraged from racing because they don't

old."

MEXORC is raced under IOR rule, but if you don't have a certificate or haven't signed up for the series until the day before it starts, Burke says not to worry. The Mexicans will give you a rating on the spot and nobody is ever too late to enter.

For those really tuned into hot competition, MEXORC will never do, but for those who enjoy casual racing in warm, gentle breezes, MEXORC is the ticket.



What we have here is a mid-ocean shot of Peter Blake (at the port wheel) and three of his crew during the second leg of the Whitbread Around-the-World Race.

If you think you've been cold on the bay, consider that Peter and the boys have been somewhere between 40 and 60 degrees

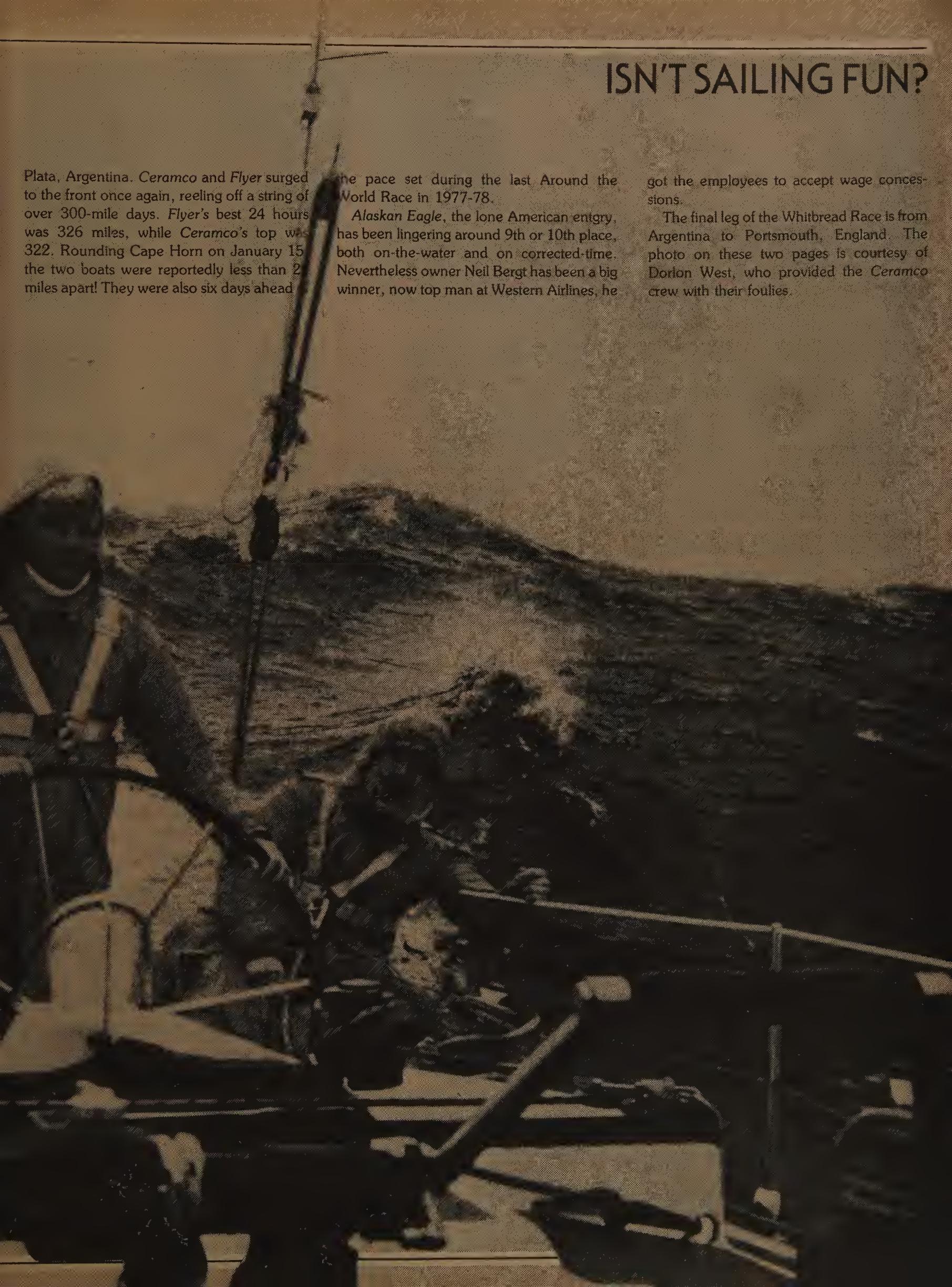
south latitude in the Southern Ocean. They've had snow flurries and icebergs to contend with. But they're smiling because their boat, *Ceramco* is on her way to being second-to-finish and first on handicap in the Capetown, South Africa to Auckland, New Zealand leg. The Kiwi's are coming back

from a broken mast suffered on the first leg of the race, and have put on quite a good show for their hometown admirers, almost beating Cornelius van Rietschoten's Frer's 76, *Flyer*, boat-for-boat.

After the layover in Auckland, the 22-boat fleet headed east again, bound for Mar del



ISN'T SAILING FUN?



Plata, Argentina. Ceramco and Flyer surged to the front once again, reeling off a string of over 300-mile days. Flyer's best 24 hours was 326 miles, while Ceramco's top was 322. Rounding Cape Horn on January 15 the two boats were reportedly less than 2 miles apart! They were also six days ahead

the pace set during the last Around the World Race in 1977-78.

Alaskan Eagle, the lone American entry, has been lingering around 9th or 10th place, both on-the-water and on corrected-time. Nevertheless owner Neil Bergt has been a big winner, now top man at Western Airlines, he

got the employees to accept wage concessions.

The final leg of the Whitbread Race is from Argentina to Portsmouth, England. The photo on these two pages is courtesy of Dorion West, who provided the Ceramco crew with their foulies.

sally lindsay's

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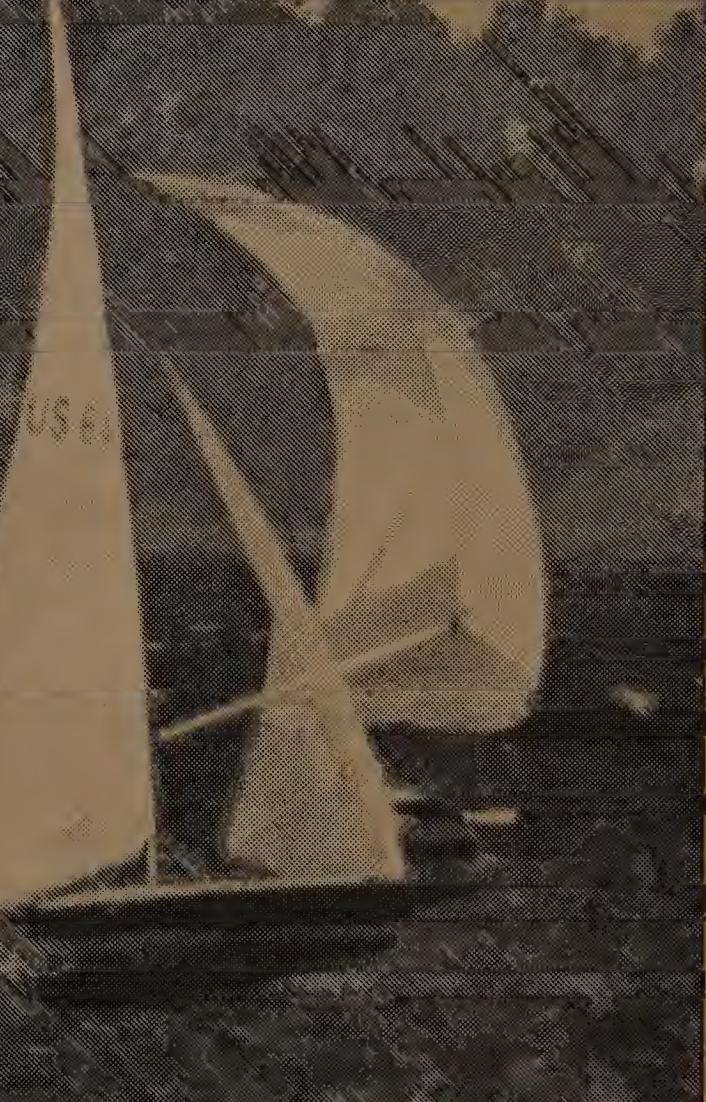
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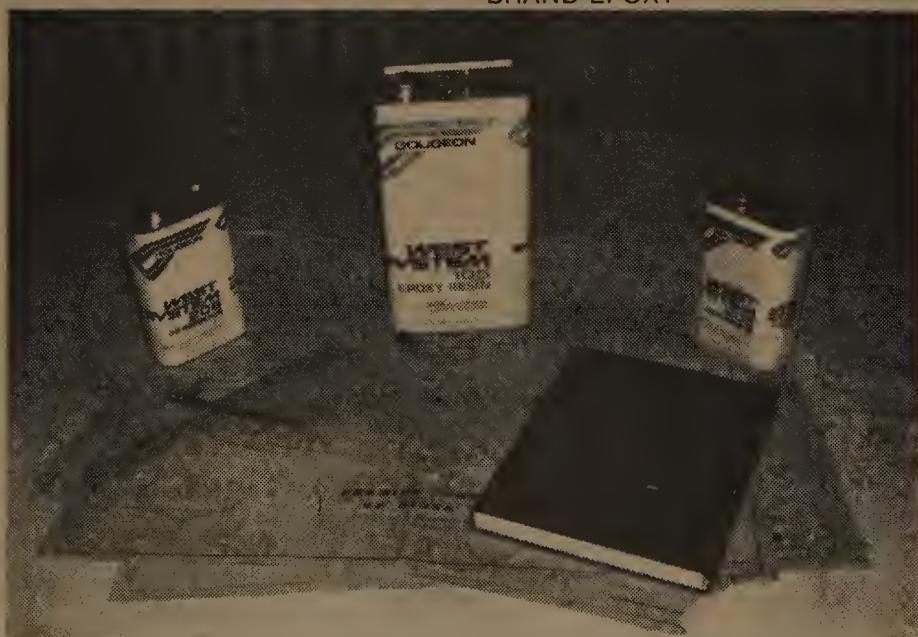
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KEEHI LAGOON

Keehi Lagoon — the name evokes clear water, plentiful fish, palm trees swaying in the trade winds, quiet tropical nights. Or does it?

The reality is far different, but Keehi means home or safe refuge from winter

place. The noise from the low-flying planes is truly incredible, especially at 6 a.m. when the commuter flights to the outer islands depart. The surrounding area is heavy industrial, and in addition to noise it contributes dust carried by the prevailing NE wind out of the

If you came to Keehi to escape the roar of commuting, you came to the wrong place.



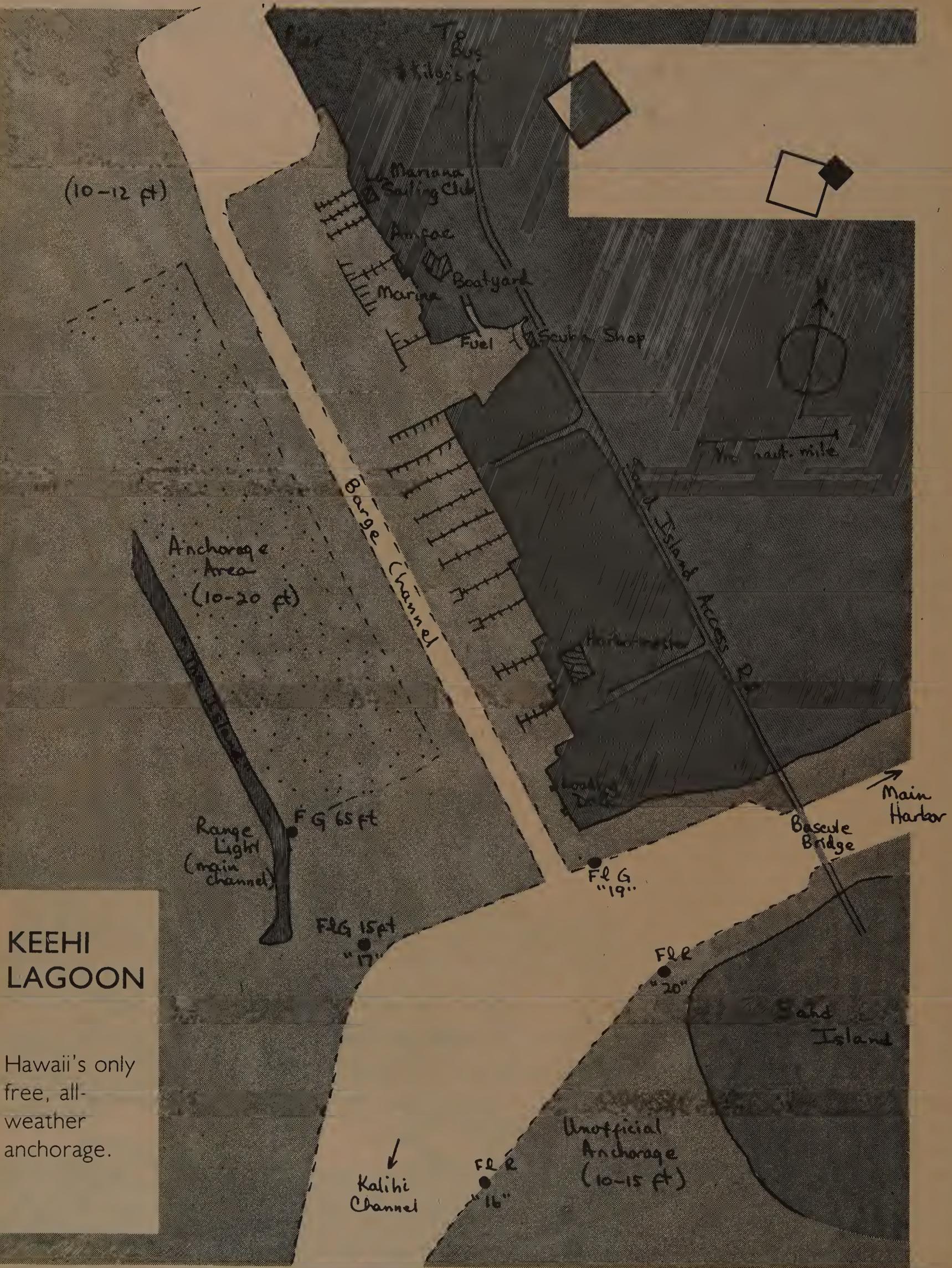
"kona" storms to many Hawaiian residents and cruisers. Keehi's population of over 700 boats is distributed over a half-mile stretch of lagoon under the take-off and landing pattern for Honolulu International Airport, about 5-miles from downtown Honolulu. (See Chart No. 19367.)

On the surface, Keehi is an unattractive

marinas and anchorage area. The water is murky and probably biologically dirty as well, and is said to contain sharks up to 10-ft. long. The nearest public transportation, market, and laundry are a hot, dusty, noisy mile away along truck-infested Sand Island Access Road. U.S. Customs officials conduct frequent "raids" and interrogations, ap-



Keehi, Hawaii's only free, all-weather anchorage is home to hundreds.



KEEHI LAGOON

ALL PHOTOS BY
LARRY RODAMER & BETTY ANN MOORE

parently looking for marijuana and other contraband. And the helpful and friendly Coast Guard send patrols from their nearby station on Sand Island to ensure that boating regulations are being followed. (Did you know that *all* boats, even rowboats, no matter how small, are required to carry flotation cushions or lifejackets?)

Why then are there so many boats at Keehi? Most of them are in three marinas: The State Harbor facility at the outer end of the lagoon, the private Amfac Marina, and a smaller one associated with the La Marinana Sailing Club.

Over a hundred boats are anchored in the area west of the barge channel, and a few others are in the far south end of the lagoon. The attraction for these is obvious: Keehi is the only anchorage in all of Hawaii that is safe year-round, near jobs and marine facilities, and, at least this year, free. The State is authorized to charge a mooring fee, but isn't doing so, apparently until some questions of liability for damage are cleared up.

Marine facilities in the immediate area are plentiful. Along Sand Island Road is the Amfac Boatyard, fuel dock, and marine store. The boatyard charges \$4.50 a foot to haul, and can handle boats up to 80-ft. long that draw up to 12-ft. Lay days cost \$.75 a foot, and one lay day is free, a unique policy. Further north is Kilgo's, a paradise for the sailor just in from Mexico or the South Pacific. They have an incredible selection of stainless steel and brass hardware, a huge marine department, and complete plumbing and tool departments in addition to a lumberyard. Their prices are usually much lower than the other marine stores in town. The real convenience of Kilgo's is that it's an easy walk, so if you're in the middle of a project and need a bolt, you don't have to go into town.

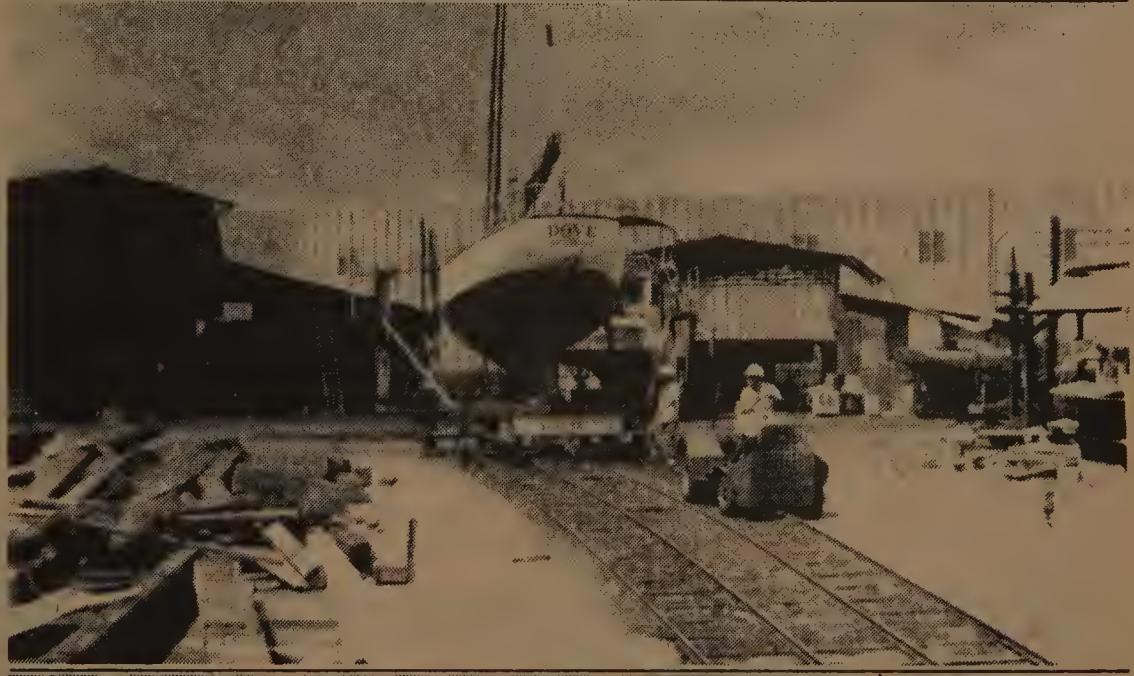
Other suppliers in the area include Mamala Bay Shipwrights and sailmaker, Hawaii Pipe & Supply (brass pipe fittings), and Hose Service Inc. (custom hoses and fittings). Fuel (gasoline and diesel) is available at the Amfac boatyard, and water can be gotten at the fuel dock or the marinas.

When you're finally done working on your boat and ready for some fun, the Scuba Shop will oblige. They offer Scuba certification in three weeks for \$75 (\$50 each if two

people sign up together). There are six evening classes, right in the shop, and three days of diving; how could it be more convenient?

Or, if you like less organized fun, there's always a dinghy tour of Honolulu Harbor, just beyond the bascule bridge, or scrounging "The Island" for a "new" pair of flip-flops

Island Road. Number 8 Waikiki buses stop every 15-20 minutes near the big shade tree, and go directly to Ala Moana Center, a major shopping and bus transfer point. Number 8 Airport is the return route, and if your hands aren't too full you can buy day-old bread at bargain prices at the Oroweat



Top, Dove, hauled out at the Amfac Boatyard. Bottom, traffic rumbling Sand Island Road.

or scrap lumber.

If the fleshpots of Honolulu beckon, or you're out of groceries, The Bus runs along Nimitz Highway at the north end of Sand

Bakery. You can ride The Bus all over the island for only 50¢.

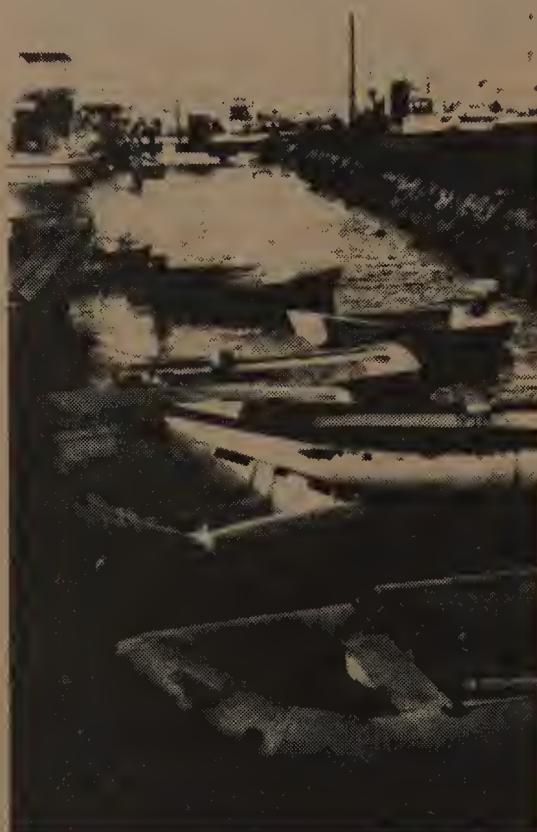
To a cruiser there seems to be a lack of the socializing amongst boats common to most anchorages. This is probably because most boats belong to residents rather than tran-

KEEHI

sient cruisers. Many boats are unattended for long periods of time; owners have returned to the mainland or just don't check on their boats. Others are empty by day and quiet by dark; their people are working ashore. Most other people are working hard to get boats ready for the next passage.

There are a variety of boats in the anchorage, ranging from small fishing boats to 90-ft. schooners. Some are quietly ending their days as floating homes, with wind generators providing power to electric bilge pumps barely keeping them afloat. Others, like Dove, are active cruising boats refitting for the next leg of the trip. The elegant schooner Teragram departs almost every afternoon with a load of day-charterers. The 80-ft. plus schooner Mitzvah was headed for the Northwest U.S. before theft, crew troubles, and finally a disastrous sinking at the dock in the giant kona storm of January 1980 postponed further travels.

Speaking of theft, it's a prevalent problem in Keehi as well as everywhere in Hawaii.



The dinghy dock, where good dinghies disappear fast.

Dinghies, especially inflatables, are vulnerable; people either use old leaky ones or lock everything to the dock.

Keehi's reputation as a safe harbor was tarnished in January 1980 when several boats were sunk and many were damaged in 80-knot winds. Those who were there say that damage generally was limited to unattended boats, those whose mooring lines had chafed, and boats damaged by those who became adrift.

Even with all of its drawbacks, Keehi Lagoon remains the only still-unregulated place in Hawaii, where a free spirit can find an unconventional home, whether it be on a sinking powerboat with its nose in the mud, or a once-proud ketch with her masts long-gone, and ocean cruisers can rest between passages without cost or hassle. And like all of Hawaii, there's a rainbow every day.

— betty ann moore

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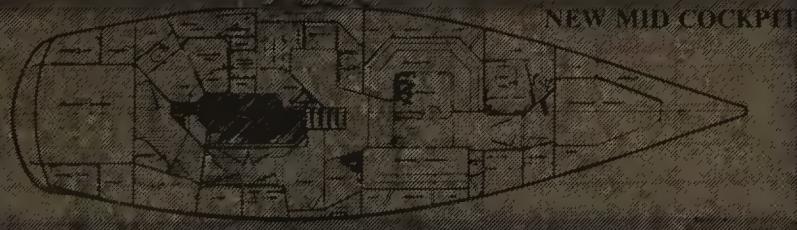
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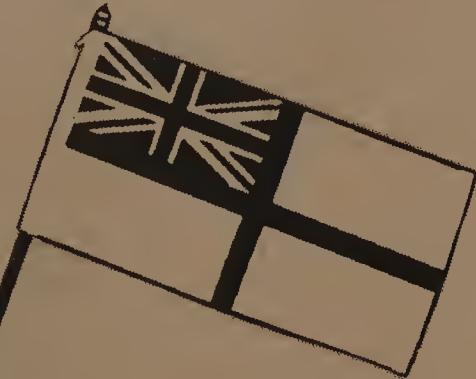
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PUSSEY'S

You like rum? We like rum. Like it best with tonic, a twist of lime, and cracked ice. Yum, yum, love that dark rum.

It seems sailor's have always loved rum,



The white ensign of the Royal Navy.

which is our justification for an article including but not limited to: rum, a desultory former Marine, the Master Mariner's Regatta, whaling in the Azores, Lord Nelson's Victory, and a veritable ocean of other seemingly unrelated topics.

Our rum story begins unfolding back in 1655 just after the Royal Navy's Admiral Penn captured the island of Jamaica. British seaman of the time had a daily allowance of a gallon of beer; but a lot of good it did Penn's men, since there was no known way to preserve it and it went sour two weeks out of England. But Jamaican rum, it was discovered, did not go sour when kept in light oak casks. Consequently Admiral Penn had rum replace beer as the daily issue for men doing duty in the West Indies.

In writing it was referred to as the 'rum issue', but everyone called it 'Pusser's', a corruption of 'purser', the rank of that individual aboard ship who handed out all food and drink rations. Whatever it was known as, it must have tasted great, because by 1667 the blend of five rums that made Pusser's — three from Demerara and two from Trinidad — was codified by the Victualling Board in London and would remain unchanged, except during periods of war, for over 300 years. In addition, the Board specified rum not only for West Indies seaman, but for those anywhere in the world where beer and wine would not keep. The daily rum ration was set at 1/2 pint per man, to be dispensed in equal amounts twice a day. It was served 'neat', that is to say without any water mixed in.

Very early, although it's impossible to pinpoint a date, rum began to serve the function of currency among the seaman, and naturally new terms developed. Sipper's, for example, was a small but gentlemanly sip from a friend's rum issue. Gulper's was one, but only one, big swallow of another man's rum. As a rule of thumb, 3 sippers equalled one gulp. Then there was sandy bottoms, which meant to completely drain a mate's mug.

On special occasions, a royal birth or after a major naval victory, the seaman might be issued more than the normal rum ration. If they got way too much, it usually resulted in what they called a Bob's-a-dying, or a stupendous drunken bash.

After 85 years of allowing the men 1/2 pint of rum a day to stupify themselves against the harsh realities of their difficult lives, an Admiral Vernon, Commander-in-Chief of the West Indies aboard *HMS Burford*, decided a change was required. He, as well as other captains and ship's surgeons, detected that, "the pernicious custom of seaman drinking their allowance of rum in drams, and often all at once, is attended with many fatal effects to their morals as well as their health . . ." The Admiral went on to mention how seaman became visibly impaired, had their lives shortened, and became slaves to every brutish passion — all at the hand of the Demon Rum.

Admiral Vernon's solution to the problem was to no longer issue the rum neat, but serve it mixed with a quart of water, to which a seaman might add "sugar and limes to make it more palatable". Throughout the fleet Vernon had been known as 'Old Grog' on account of the grogram cloak he was in the habit of wearing during inclement weather. Thus even a powerboater can fathom why the watered down rum issue became contemptuously known as 'grog'.

Vernon's hated order was quickly adopted around the world, and more than a few naval historians maintain it was the single greatest cause of improvement to discipline and efficiency in the history of the Royal Navy.

Although Pusser's blend was golden brown in color naturally, it was darkened to a deeper brown to hide the cloudy water it often had to be mixed with, and many of the

seaman took Admiral Vernon's suggestion adding limes to make the grog more palatable. As such it was only a matter of time before these British seaman became known as Limejuicers or Limeys throughout the world.

By 1756 the rum ration had become almost sacred to the seaman and the twice daily issuing of it a hallowed ritual. It was that year that the ration was increased to a whopping pint a day per man, and 1/2 a pint for boys. That numbing ration remained in effect until tea became part of the issue almost 75 years later. Why the increase? At the time there was widespread belief that rum contained anti-scorbutic agents and helped prevent scurvy.

The first written record of a drinking reference to the expression 'Splice the main brace' — perhaps the most famous of all sailor's call to cups — is from the *HMS Cumberland* on May 19, 1797. The ship's company had complained to the Court of Inquiry that their Captain Rowley had stopped



their rum ration. The Captain testified that he had simply run short after doubling the issue whenever men had become greatly fatigued or spliced the main brace. (The main brace, you must understand, is more or less a square-rigger's equivalent to the mainsheet on a modern boat; splicing it was perhaps the most difficult job aboard ship.) Thereafter, splicing the main brace always commanded a double ration of rum, and the expression became synonymous with 'let's have a drink'.

In 1824 the rum issue was reduced to 1/4 pint and the evening issue abolished. You may judge how well the seaman received this order by the fact that only two years later the evening issue was re-instated and the rum ration increased by 20%.

In 1844 the ration was dropped to 1/4 an Imperial pint, and then with the thought toward eliminating drunkenness, it was reduced to 1/8 pint in 1850, and the evening issue again abolished. This 1/8 pint of grog, still quite potent, became the amount issued for the next 120 years, until August of 1970. In compensation for the cut in rum,

seaman received an increase in pay equal to the cost of the rum — and if they so desired, could receive 'grog money' in lieu of any rum at all. Few did.

Finally in 1969 the Board of Admiralty considered a proposal to "make old sweats cry": to eliminate the issue of grog altogether. The Board maintained that, "the daily issue of rum is no longer compatible with the high standards of efficiency required now that the tasks in ships are concerned with complex, and often delicate machinery and systems, on the correct functioning of which people lives depend". And the Admiralty did have a point. That a pint of rum a day may have helped bolster the seaman's courage back in the days of bloody hand-to-hand combat is understandable; igniting WW III on account of a *Bob's-a-dying* is not.

Nonetheless many an old 'tar' was out-

raged, including ex-bo'sun's mate and then — August 1969 — columnist for London's *Daily Mail*, Richard Herd. Concerning the proposed abolition, Herd wrote:

As an ex-bo'sun's mate, I hereby warn Their Lordships that nothing could be more calculated to bring about a mutiny. Nine out of every ten sailors who finish their 12 years and sign on again do so only because they can't get the thick, black, treacly naval rum in civvy street. And 17 out of every 20 serving today take their tots instead of the 3 shillings they'd get in lieu.

Herd continued: *Rum is the currency in the Navy . . . and there is a scale of favours meritizing the offer. Swapping a leave would merit 'gulpers'. For a menial task, 'sippers'. 'See-it-offer's' is rare. As far as I can remember, you'd have to pull a mate out of the sea to get a complete tot.'*

Herd concluded his column by saying, "Jack won't take it." But on August 1, 1970, Jack did take it. On that day the last tot's of pusser's rum was consumed aboard Their Majesties Ships. Since pusser's rum, which had always been shipped in oak casks or stoneware flagons, was made exclusively for the British Navy and not available commercially, August 1, 1970 was also the end of it. The end, that is, until Charles Tobias came along.

Canadian-born Tobias is a handsome, middle-aged former U.S. Marine. He's erudite without being an asshole. He has the countenance of a man who need not work for a living, and he needn't — if not for the fact he's slightly obsessed with rum, Pusser's rum specifically, and only to the extent it's interwoven with English history.

Tobias has several 50¢ adjectives he uses to describe himself. Standing before a huge British Navy White Ensign on the Pusser's stand at the Cow Palace Hall of Beers — an Ensign which flew from Lord Nelson's Victory for one entire year — 'Anglophile' is one of his more appropriate adjectives. Others he favors are 'chimerical', meaning wildly fanciful, and 'desultory', meaning jumping from one thing to another.

Tobias' life, it would seem, has been something of a chimerical and desultory affair. Besides being a Marine, Tobias was a sailor, and a pretty good one, too. Back in the late 60's in Chicago, he won Yachting magazine's One-of-a-Kind Regatta in *Wildwind*, his catamaran, beating the A Scow for the first time in the competition. That was

Issuing the rum ration on HMS Glory, 1905.



PUSSER'S RUM

June 23, 1980

New Parks
Leicester, England

Dear Sir:

I read the NAVY NEWS every month which is passed on to me by a friend. I served for 5 years in the Navy during the war and one thing I used to look forward to, was the old tot. In ships of destroyers and smaller, the tot was served neat, no water added for ratings. I was drafted to Motor Torpedo Boats, from the Battleship NELSON, and that neat tot at 11.00 hours used to put new life into me, it seemed to give on an appetite as well. I used to try rum when on leave, but the flavour was hopeless, also it seemed too weak. I believe Navy rum was well over 90 proof. I can remember during the war when on Malta convoys in the Med they issued an Australian rum, there was nearly mutiny as the flavour was horrible. I was on the Battleship NELSON then and even though as a rating the issue was 2 parts water to 1 part rum, it still tasted great, the old Pusser's rum.

After year in civvy street, I couldn't believe it reading in the papers one morning the Navy had stopped the rum issue, its enough to make old sweat cry. Anyway the article in the NAVY NEWS stated the Navy had sold the recipe to a Mr. Charles Tobias for 10,000 pounds, who was now producing it in the Virgin Islands. Old hands on the AM-BUSCADE say the new rum is smoother than the old. Mr. Tobias, I'm 68 this year and I would love to taste the old Pusser issue again. I'm sure it would make me forget my troubles. I suffer with chest trouble a lot. Please forgive me for writing this stuff, sir, but would it be possible for you to send me a drop. I'm only a pensioner, but I would gladly pay the duty. Rum is dear in England because of the government duty but the flavour is hopeless. They also sell 100 proof rum, but it just takes your breath away, that beautiful smooth flavour is just not there. Isn't it possible for your rum to be sold here in England?

Thanking you,
R. Luck

P.S. An old Navy saying:
Up Spirits
And to hell with
The Holy Ghost

satisfying, for a while.

In the early 70's, having made all the money he required in the electronics business, Tobias bought *Black Water*, the 60-ft Angleman ketch that belonged to one of his favorite authors, Ernest K. Gann (*The High and the Mighty*, *Masada*, etc.) He asked his second wife if she cared to sail the world with him, and when she respectfully declined, he left her, the 37-room house in Beverly Hills, the Rolls-Royces, and everything else behind. Accompanied by a crew that included a cheetah and a chimp, he sailed 60,000 miles in the next 7 years on the boat he had renamed *Mar*.

Fired by a lusty appreciation for history, one of the places Tobias naturally gravitated

toward was 'the cradle of civilization', Greece. "Did you ever stop to think," he inquires, "how Greece is to Rome like England is to the United States; the way they evolved, their legal systems, their cultures, their military . . ." He could go on like that forever.

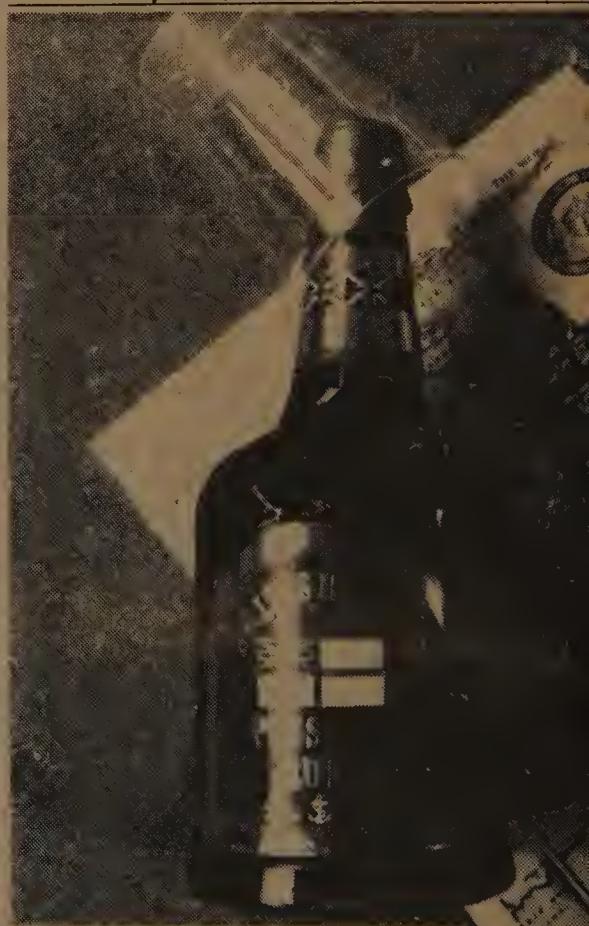
Mar made it to Greece, and in the process Tobias made a feature-length motion picture, *The Way of the Wind*, which he marketed to Paramount for almost a million last year. [It's currently playing HBO.] He also met his third wife in Mykonis, but that was a transitory experience when compared to two earlier ones on the trip.

One of them was developing an appreciation for the lives of the whalers in the Azores, who he filmed in action. "The Azorian

whalers," Tobias says with admiration, "are part of nature's predatory cycle. They sail after whales, they harpoon them by hand, and utilize every part of the 30 or so whales they kill each year. The meat is eaten, the oil is burned, and the skin used for bait. (What about the Bequia whalers nearer his home in the Virgin Islands? "That's all tourist shit," he smiles knowingly.)

For the gentleman who has everything, it was ironic the whalers in the Azores had a few things Tobias perhaps didn't. One was a strong desire to get up each morning, a desire fired by the immediate need for food and shelter. A second was the strong personal sense of belonging to nature, to history, that came from grappling with whales each day in the centuries old fashion.

If the experience in the Azores left Tobias searching for more personal ties with history, he found the link while in Gibraltar during 1976; it was shaped like a rum flagon, and indeed was one of the last pusser's flagon's existing. To Tobias, the flagon represented an opportunity for him to become a part of history by reviving the 300-year old pusser's blend. All this while still permitting him the traditional pursuits of having fun and making



money. Of course, it was easier said than done.

One of the things that made the prospect of reviving pusser's rum so attractive to Tobias, was the rum itself, which had a certain 'purity' none other could claim. In order for us to appreciate what he meant by this, Tobias had to educate us in rummery.

According to the undiscriminating tastes of U.S. law, Tobias explains, rum is anything distilled from sugar cane or molasses to less than 190 proof. (Anything distilled to 190 proof or over — and sometimes this happens by accident — has to be sold as industrial alcohol.) What the U.S. law does appreciate is that there are two ways of distilling rum; either by a continuous still process or by pot still.

The least expensive rums are made using the cheaper and faster 'continuous still' process, and are usually distilled right up to the 189 proof limit. During this severe distilling, all the conjugars and esters, which carry the flavor, are distilled out. Thus to Tobias' way of thinking, the stuff is not really rum, but 189 proof neutral spirits — also known as vodka. The rum taste in the less expensive brands simply comes from filtering the stuff

through various flavors and colors. The light and gold rums, Tobias feels, are really just flavored vodka.

Now the second way to distill rum is by the slower and more expensive pot still process. What the better and more expensive brands of rum do is to mix certain percentages of pot still rum, maybe between 10 and 30 percent, to the continuous still rum to create their product. Some brands will have two or three grades of the same rum; invariably the more expensive will simply have a greater percentage of pot still rum in the blend.

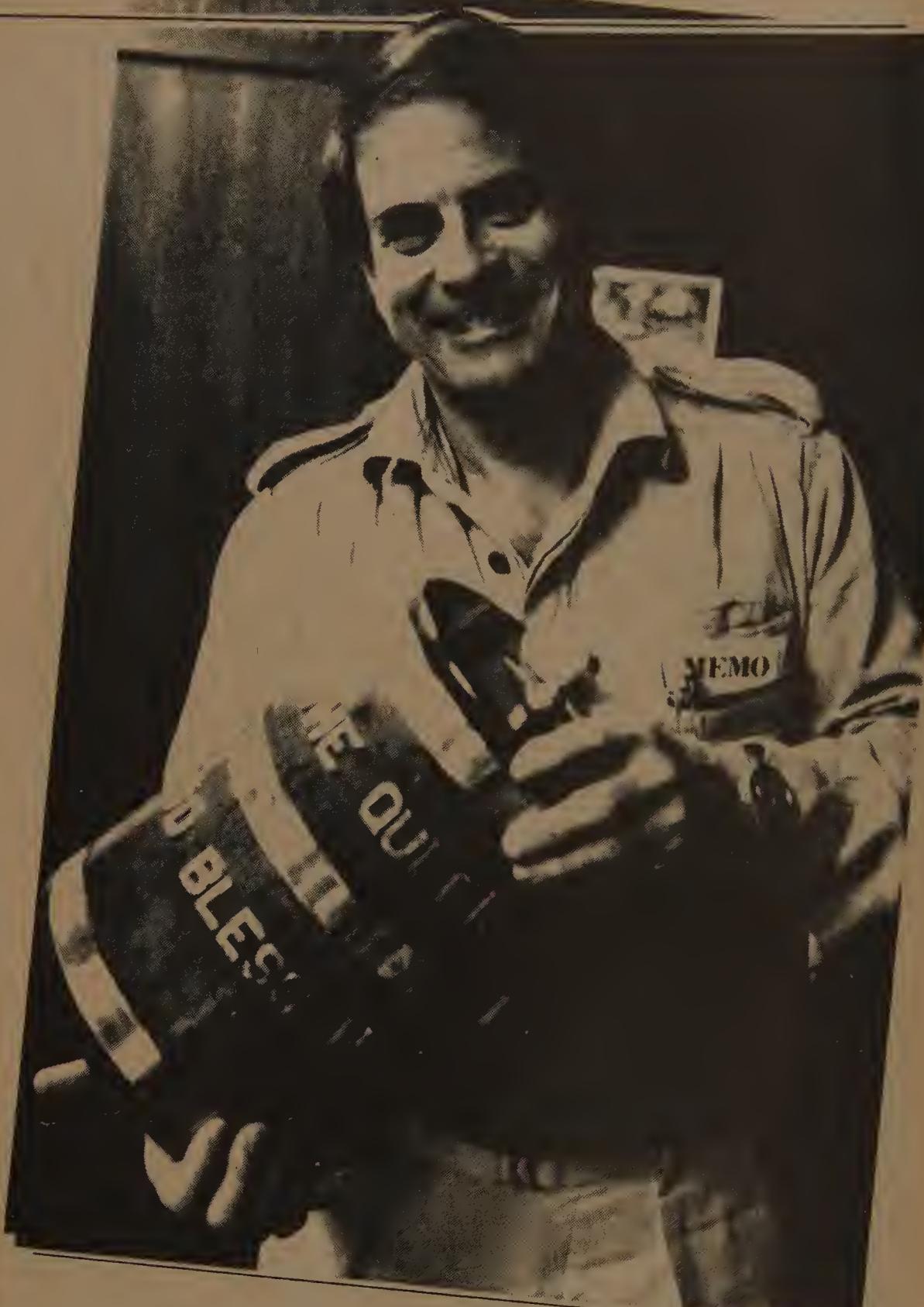
Now where Pusser's rum has been different from every other rum in the world, is that for over 300 years its been a blend of rums that are all 100 percent pot distilled. And besides that, it is never distilled to over 150

Charles Tobias.

proof, leaving much more of the natural flavor-bearing conjugars and esters in. The result is that it really does have a taste distinctly different from the other very good rums. Tobias likes to say "it has the bouquet of a cognac" because during a test 8 of 10 New York bartenders mistook Pusser's for cognac — something that infuriated Tobias until he learned it was a compliment. Even our worn out palate and nose can detect the difference between Pusser's and our two favorites.

There's another way you can distinguish Pusser's though. It's the bottle with the \$14 price sticker.

But we've gotten way ahead of ourselves, and need to jump back to Gibralter in 1976



PUSSER'S RUM

when Tobias decided that bringing pusser's rum back to life as a commercial venture was something he ought to do. It was fortunate for rum lovers that a sailor undertook its

the U.S. Department of Alcohol, Tobacco, Firearms, and Other Sinful Things. According to title 27 of their code, bottles of alcohol sold in the U.S. were not allowed to use flags

first time in their history, that the public can buy it. Yesterday's rum was genuine, the same as it was 40 years ago."

So now that a sailor has gotten Pusser's Rum revived, can you imagine what group of folks he's going to target for his de-luxe rum? Why who else but sailors? And that's why you'll be seeing ads for British Navy Pusser's Rum for the next year in publications like *Latitude 38*, the *San Diego Log*, *Southern California Yachting News*, and other small sailing publications up and down the east and west coasts of the United States and in the Virgin Islands.

But Charles Tobias is a guy who likes to have fun, so he'll be following up the advertising with other promotional ideas that relate to sailing. One of his more novel ideas is the Pusser's Rum Survival Kit, a crazy little package that contains a compass, a map with brief navigational instructions for the entire world, a fish hook, an aspirin, a seasickness tablet, and of course a pint of the old Pusser's — everything you need to survive in style. It's Tobias intention to give one such kit to each and every entry in this year's Master Mariner's Race — that is assuming that the administrators of the race will allow it. There are also similar plans being contemplated for southern California's Ensenada Race.

Tobias also noted that he and his feature-length GP sailing adventure film are available for little if any cost to fund-raising sailing groups that can allow Pusser's to be served for the evening. Other promotional things are being cooked up, most all of them targeted to the sailing world.

So while Pusser's may have been mustered out of the Royal Navy some 10 years ago, average sailors now have their opportunity to get their first licks of Pusser's in. Now we at *Latitude 38* certainly aren't recommending that you purchase Pusser's or even any alcoholic beverages at all. But if you do drink, you might find it fun to sip the very same stuff Lord Nelson did before Trafalgar, the same rum they all did. We've tried it, and found it a fun way to experience history. Afterall, you can touch history ruins in Rome, you can see history on film, you can hear history on tape, but finally here is a chance to experience history with your sense of smell and taste. And this historical experience tastes pretty good!



"Bob's-a-dying" drawn by Captain Frederick Marryat in 1820.

revival, because without a seaman's persistence and tenacity, Tobias never would have been able to weather the adverse tides of the military bureaucracy, and endure the endless calms of government.

Tobias first step in creating/resurrecting Pusser's was to get the recipe from the British Navy, an organization that would naturally look upon his request with utmost suspicion. Tobias proposed that 1. he be given permission to use the Royal Navy's White Ensign on the label; 2. that he be allowed to call it British Navy Pusser's Rum; and, 3. that he be allowed to donate \$2 from each bottle sold to the Royal Navy's Sailors Fund (also known as the 'tot fund'). To demonstrate his sincerity to the Admiralty Board, which he visualized as "being higher than god", Tobias contributed \$20,000 to the sailor's fund to demonstrate his good intentions. Despite some strong opposition on the board to an association with commercialism, the Board finally approved the request.

Tobias thought this put him in deep water, but he'd forgotten about the shoals known as

or refer to the military in any way because consumer might be misled into believing the product had their consent. Tobias and his lawyers spent a year and a half trying to explain to Booze, Smokes, and Guns that they did indeed have the consent of the British Admiralty. Finally, after a Federal Appeals Court told the government agency to sit down and work something out — Tobias and Pusser's won their appeal and the right to use the current label.

In 1979 the *HMS Ambuscade* called on Pusser's facility in the Virgin Islands, for a ceremonial christening of the first commercial offering and revival of Pusser's rum. Later a similar ceremony was reenacted in England where the previously mentioned Daily Mail columnist, Richard Herd, who had 11 years previously bemoaned the passing of pusser's, had this to say: "As an ex-rum bo'sun's mate I had misgivings as the 95.5 strength British Navy Pusser's Rum was served to guests in the forecastle of the non-sailing *HMS Belfast* in the Pool of London. The occasion was to celebrate the fact that the first of the distillers who have made the Navy rum since 1798 have decided, for the

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The Royal Navy Sailors' Fund receives a substantial donation from the worldwide sales of Pusser's Rum. The Pusser's contribution is the fund's largest source of income outside the original bequest. We thank you for your support.

SNOW

Before we bought a boat, we had briefly toyed with the idea of investing in a condominium in Tahoe. It was the "in" thing to do, partnerships were readily available, and learning to ski sounded like fun. But we caught the sailing bug instead, and since then there was never any money left over for mountain top retreating.

This winter, though, our children's plaintive wail "How come we never go to the snow?" coincided with an invitation to visit a cabin at South Shore owned by friends.

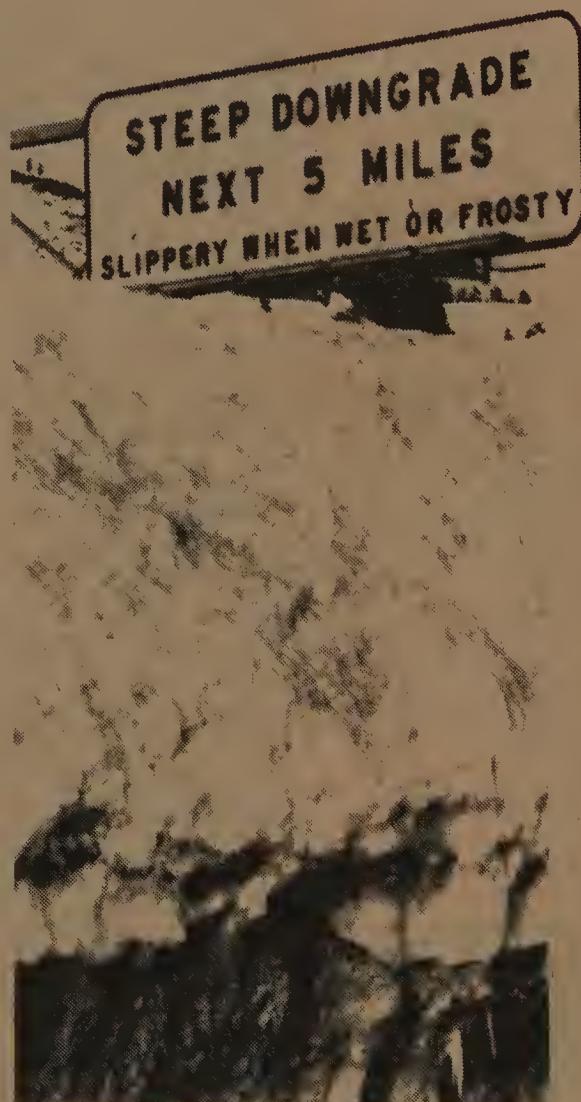
It had been years since I'd seen snow and I didn't remember how to cope with it. I only knew you must be prepared to be cold and wet, just like sailboat racing.

I began to make a list, and it was evident we could use almost all our sailing gear: thermal underwear, turtleneck shirts, wool sweaters, knit hats, sleeping bags, sun screen . . . but sailing gloves and boots would probably be inadequate.

"Shouldn't we get some tire chains?" I inquired. "Naw, if it storms we'll just put up the 110," my husband, John, answered with a sly grin. But I borrowed some from a neighbor just in case.

As we headed up Highway 80, fog loomed out of San Pablo Bay and preceded us toward the Sacramento Valley. When we crossed the Carquinez Bridge, there wasn't a sailboat in sight . . . hibernating, I figured.

Further up the road we began to see familiar sounding signs reading Rio Vista, Antioch and Walnut Grove. "I didn't know you



could get to those places by land!" chirped our underprivileged daughter. Poor kid had not been on an automobile trip longer than 20 miles since 1974, except maybe the time we went to the Cow Palace Boat Show. When we weren't racing or cruising, her weekends were highlighted with drives to the harbor, the chandlery, or the yacht club. It's very possible, I thought, that she thinks California is an island. She's only seen it from the water!

We stopped at Garberville, the popular place for fast food and gassing up, and I glanced through the morning *Chronicle*. "It says here," I said, reading out the window toward John as he pumped gasoline, "that sailing is a sport in which you get wet and

become ill while going slowly at great expense!" We smiled at each other, knowingly.

Finally, about 4½ hours after our departure, we were cozily ensconced in a rustic cabin surrounded by snow. It was a romantic setting, to be sure. John had to admit it was easily as enjoyable as vacationing on the boat, with a few distinct advantages: the children were in a separate room, you didn't have to pump the plumbing or prime the stove, and the ice cubes were free. So for five days, we enthusiastically pursued the Sierra social life we'd heard so much about.

We skied cross-country (or rather cross meadow) and slid down snowy slopes on giant inner tubes. We soaked in the hot springs at Markleeville for 50 cents, which may have been the highlight of John's trip. Since most people don't anticipate the need for a bathing suit in Tahoe in the winter, about half the folks in the huge community hot tub were wearing makeshift outfits. A couple of the nubile college girls were wearing running shorts and tee shirts which, after the first immersion in the pool, became quite provocative indeed! John was wrinkled as a prune when I finally dragged him from the hot springs.

We played a few hands of Blackjack at the casinos, waited the expected hour-and-a-half for a table at The Cantina, and built a family of snowpersons. We did everything you're supposed to do in the mountains, EXCEPT downhill skiing, because we just weren't prepared for the investment in clothing, gear, lift tickets and lessons that would have required.



For us, downhill skiing was a spectator sport. We marveled at the colorfully clad skiers waiting interminably in lift lines, and gasped as they zig-zagged down the nearly vertical slopes, or bailed out on the bunny hill. We mingled amid the crush in the lodge, and eavesdropped on the singles crowd, beginning and ending relationships over hot mulled wine. Their conversations centered around some pretty strange subjects: sore feet, great slopes, the powder on Siberia, corn snow, Sierra cement, sharpening edges, and the temperature of wax. The jargon was as foreign as sailing slang is to a landlubber, but they all had a healthy glow about them, and a contagious enthusiasm.

I was tempted to rent some gear and try my luck until I realized I'd be up against precocious eight-year-olds who had been skiing for five years. I decided to try slot machines instead, an exercise for which years on the tiller had me well prepared.

Then one day the weatherman reported that there was a "giant storm" on the way. Unaccustomed as we were to driving on icy roads, we concluded it was time to head for home, ahead of the storm.

As we left civilization and headed for the hills, we noticed long lines of cars forming at the lifts in service stations, but we didn't give it much thought. Onward we pressed, the snowfall becoming increasingly heavy, until traffic began to back up at a huge sign that read "CHAINS REQUIRED."

"Uh-oh," said John, watching with disbelief as people clambered from their cars and



lay down in the freezing slush to apply tire chains. "Shoulda brought foul weather gear."

There were "chain monkeys," clad in slickers, standing by the roadside offering to put chains on for \$7, repairs extra. "I can just hear it," John said. "They'll take one look and say, 'Wow, man, these sure need a lotta repair!'" So, we decided to return to the haven of the cabin's carport to install ours. It took quite a while, but we managed to get them on, John shouting orders at me with a screw driver clenched in his teeth, just like he does on the boat.

We started up the incline again, the noise of the tire chains making conversation impossible. But as we neared the inspection station, John managed one comment. "I hope we don't have them on backwards!"

We sighed with relief as they waved us through, and then we noticed that a small community had blossomed around the "Chains Required" sign. Besides gas stations, there was Jerry's Chain Sales and Taco Stand, a Real Estate office, and a wedding chapel advertising "free license with marriage." You could have a taco and get married while Jerry put the chains on your tires!

We had made it over the mountain uneventfully, removed our chains, and were passing The Nut Tree when we heard over the radio that Highway 50 was being closed due to threat of avalanche.

Further down the road, John gestured toward a billboard. "Ooo look, Smorga-Bob's!" he said. "Can't you just imagine what somebody named Smorga-Bob might look like?" he mused. "Maybe we could get him on the rail!" "Yeah," I agreed, "and he could bring the sandwiches."

Back home, we now had a better understanding of why a lot of our friends had snow boots and ski poles in the closet next to their Top Siders and foulies. But John's thoughts were more on the body of water up there than the excellence of the slopes.

"We'll have to go back again sometime," he said, "in the summertime . . . we could rent a sailboat, or take the El Toros and race on the lake."

Talk about a one track mind!

- sue rowley



MAX EBB

"Weight to leeward! Weight to leeward!" our skipper half shouted, half whispered until his voice was lost in the sound of crinkling mylar as we shifted position on top of a lowered sail along the lee rail.

"Smoke! I need some smoke!"

One of the crew hastily lit up and blew some smoke towards the cockpit. (She was a depraved nicotine addict trying to quit, and this was the only situation in which she ever got any support or agreement for her habit.)

The toxic clouds rose over the cockpit and slowly, very slowly, drifted to leeward and aft.

"We're lifted! Ease everything! . . . I'm coming up to it, so trim as we start to turn."

We adjusted sails accordingly.

"Be careful with that damned cigarette!" scolded the skipper. "These mylar sails could go up in a flash!"

The smoker pulled her hand away from the foot of the sail, which the burning cigarette had almost touched.

"Jib's going soft," said the sail trimmer, sitting on the rail just forward of me.

"Okay, coming back down. Watch the trim on everything . . . let's have some bubbles!"

The skipper's eight-year old son took out a small plastic jar, and started blowing soap bubbles over the leeward quarter. (They're easier to see than smoke, and apparently the kid never gets tired of blowing them during the race.)

Without a doubt we were sailing the boat to its maximum potential. It was a small ultralight from Santa Cruz, up here for the Mid-Winters, and we were having a blast moving up through the fleet of "lead mines". We had passed most of the bigger boats with a good guess on a major wind shift, but now one of the biggest of them was coming up fast from astern and threatened to pass us close to windward.



"Rig fenders on the windward side!" yelled our skipper when the other boat was close enough to hear easily.

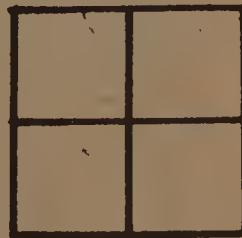
such a good race.

A few hours later we were drowning our sorrows at the yacht club bar, when Lee

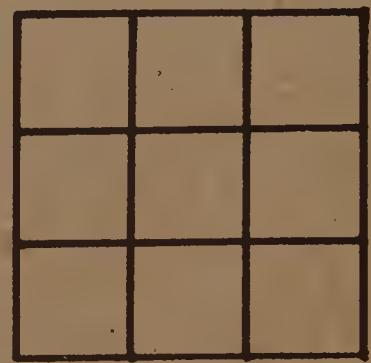
SURFACE AREA IS PROPORTIONAL TO R^2



$$1 \times 1 = 1$$



$$2 \times 2 = 4$$



$$3 \times 3 = 9$$

We also came up about 10°, and they got the message and went down slightly to pass us to leeward.

"I don't understand how they can sail so much faster than us in this stuff," I said to the sail trimmer as we watched the big boat slip by. "That hull is much heavier for its length than ours, and we're not going fast enough for maximum hull speed to make any difference."

"Big boats are always faster than little ones," he answered, "mainly because their keels are much more efficient. Also, in conditions like this, the taller mast gets a lot more wind."

I wasn't completely satisfied with this explanation, because we were close reaching, not beating, and even I know that keel performance only means a lot going close-hauled. And when I looked up at the anemometer cups on top of the big boat's mast, they were turning just as slow as ours.

"Trim!" shouted the skipper, a little annoyed that we weren't 100% focused on our own sails.

We made some adjustments but the big boat got through and luffed up slightly once it was clear ahead, putting us in a terrible backwind for the next few minutes.

Even though we passed them again a little later by being the first to notice that we were going backwards and getting our anchor down early, we couldn't finish within the time limit. It was demoralizing after sailing

Helm, a graduate student in naval architecture, walked in with the rest of her crew. They had been sailing on another boat out of the same club.

"How'd you do today, Lee?" I asked.

"Not so good, I'm afraid. We had to use power to avoid drifting down on an anchored boat, so we dropped out. I told them to have the anchor ready to go before the start! Do they listen? Of course not — and here we are with a DNF . . .

"Oh, come on, Lee," interrupted her skipper, "we would never have finished anyway."

"Maybe not, but you have to admit I was right about the anchor. Well, how did you finish today, Max?"

"We didn't finish either, Lee. Although I think we would have if that big IOR boat hadn't sat on our air for five minutes."

"I saw them go by you. That thing sure looks beautiful under way, doesn't it?"

"Not to us it didn't! I still can't figure out how they go so fast with no wind. Their hull is so heavy for its size — I thought light boats were faster in light air when hull speed isn't important."

"Not necessarily, Max. Big boats almost always have an advantage. I'll explain why if you have a few minutes,



"Okay, let's move to that table over there."

"Now consider volume. The 1x1x1 has a volume of 1, the 2x2x2 has a volume of 8, the 3x3x3 has a volume of 27. So volume is

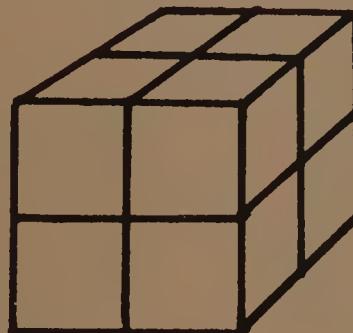
"Now look at stability. Let's assume that all the stability comes from the ballast weight acting as a pendulum. Displacement is the same as volume of the underwater part of the hull, and this increase by R^3 . Ballast

VOLUME (AND WEIGHT)

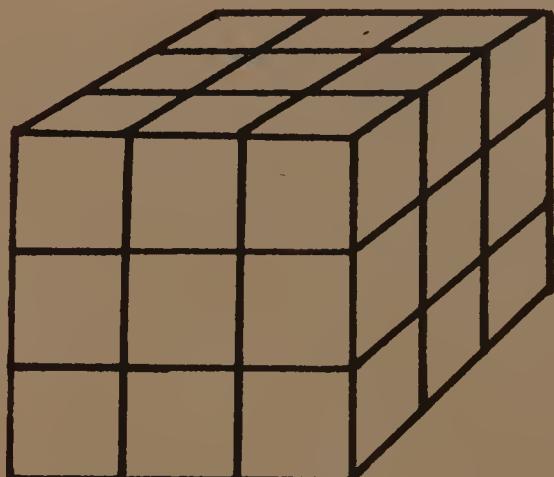
IS PROPORTIONAL TO R^3



$$1 \times 1 \times 1 = 1$$



$$2 \times 2 \times 2 = 8$$



$$3 \times 3 \times 3 = 27$$

We all sat down while Lee looked around for some paper to sketch on. Not finding any, she grabbed a copy of a free local sailing magazine from a stack next to the bar, and flipped through it for some blank space to write on. Finally she settled on a large rectangular light grey area used to fill space.

"Suppose we had a square one unit by one unit in size," she began. "The area is one square unit. If we double the size, it becomes 2x2, for an area of 4. If the original size had been increased by a factor of 3, the area would be 3x3, or 9."

"So," I asked. "We all know how to find the area of a square, except maybe for that guy in your crew who does the grinding."

"What I'm getting at, Max, is the fact that surface area is proportional to the square of the linear scale factor. If you increase the size of something by a ratio of, let's say, R (normally I'd use the Greek letter Lampa just to make it more confusing, but with this crowd I'd better stick to R), then the area will increase by an amount equal to R^2 ."

proportional to R^3 ."

"Uh, what's this got to do with sailboats?"

"Well, it makes it very easy to figure out what happens when you scale something up or down. If you were to double the size of a sailboat, keeping all the proportions similar, what would happen to the sail area?"

"It would increase by R^2 , so it would be four times as large," I said.

"Of course. Now, what about wetted surface — that is, the area of the bottom touching the water?"

"It's area, so it would also increase by four," said Lee's skipper.

"So the two boats will go exactly the same speed," she continued. "You see, in light air forward thrust is proportional to sail area, and drag is pretty much proportional to wetted surface. Displacement doesn't have much to do with it (except to the extent that a light hull form may have somewhat less surface)."

"So where do big boats get any advantage?" I asked.

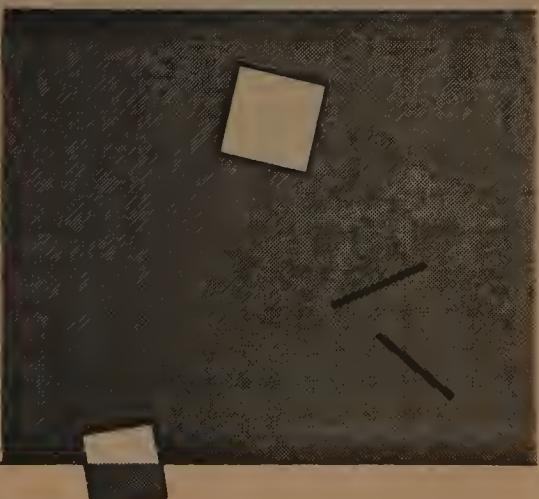
"You also have to look at heeling and stability. The heeling moment, or heeling torque, is proportional to the sail area times the height of the center of area. When you scale up by the ratio of R, area increases by R^2 , height increases by R, so the result is that heeling moment increases by R^3 ."

weight is a percent of displacement, so this will also increase by R^3 . Now, the depth of the ballast is a length, which increases by R, and the righting moment is proportional to the weight times the depth. So the result is that stability increases by R^4 .

"Now look at what happens when size doubles ($R=2$), for example. Heeling moment increases by $R^3 = 2^3 = 8$, while stability increases by $R^4 = 2^4 = 16$. So there's eight times as much heeling moment but 16 times as much stability. All other things being equal, the bigger boat will only heel half as much as the smaller one in the same breeze!"

"But you only looked at part of stability," pointed out the skipper. "What about the other part, the 'form' stability?"

"Don't worry, that's also proportional to R^4 . (Actually, right moment equals the



MAX EBB

displacement times the horizontal distance between the center of gravity and the center of buoyancy, which is to leeward when the boat is heeled.) It's still a volume (R^3) times a distance (R)."

"But that still doesn't explain light air performance," I said. "I agree that big boats are generally stiffer — but you don't need stability to go fast in light air."

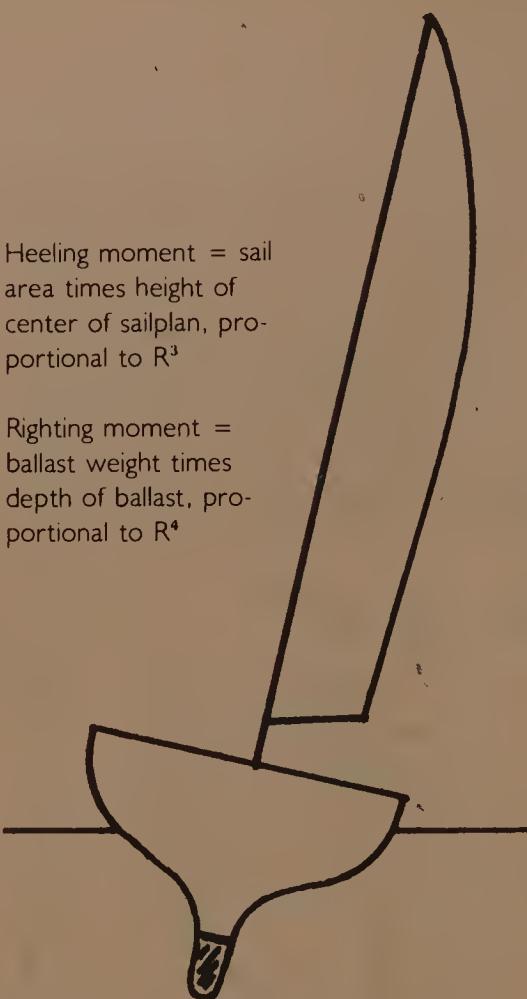
"That's true, but you do need stability to have a big sailplan. Designers take advantage of the extra stability inherent in large boats by trading it off for more sail area, less beam, or less ballast. So bigger boats are not just scaled up versions of smaller boats — they have bigger rigs for their size, because they have additional stability to carry them. This is apparent if you look at sailplans of different size boats of the same type."

"But what about trapeze dinghies and sailboards?" asked one of the crew.

"Oh, they have a different source of stability in the form of live ballast," Lee answered. "The kind of analysis we just did is only valid for similar types, remember.

Heeling moment = sail area times height of center of sailplan, proportional to R^3

Righting moment = ballast weight times depth of ballast, proportional to R^4



And by the way, you can also see why the so-called 'non-dimensional parameters' used

to describe sailboats are set up the way they are. Displacement-length ratio, which is basically displacement divided by length cubed, will be unchanged if you scale everything up proportionally (the proof is left as an exercise for the reader). So it's a good comparison between boats of different sizes. Sail area-displacement ratio, usually sail area divided by displacement to the two-thirds power, works the same way."

All this in theory is fine," said the skipper, "but if they expect us to finish inside the time limit they'll have to start us an hour earlier next year. Who wants another drink?"

Lee had some homework to finish and had to leave early, so I went back to join the rest of my crew at the bar.

Maybe big boats do have a natural advantage. But if we pay attention to our sails and keep our anchor ready we can give them a lot of trouble. After all, almost anything can happen in a Mid-Winter race!

— max ebb



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THAT CABO CROWD

While we were down in Cabo San Lucas early last December, we ran across many northern California boats. We thought you might be interested in seeing who these people are, what boats they have, and where they are going.

Here you have it:

JADE

One of the three or four ferro cement boats we saw in

Bilek's *Java Head* in Yachting magazine. Bilek is a well-known bay area surveyor, *Java Head* a well



Cabo was Phil Holland's *Jade*, out of Moss Landing. Phil had sent for the boat lines ten long years ago after reading an article about Frank

Phil Holland.

known bay area boat. The *Java Head* design that Holland duplicated dates back to the 1930's and came from the board of Charles Mower.

Jade is 45-feet long, has a ferro hull, ply decks and house, and a mast of Sitka spruce.

Holland built *Jade*, a heavy displacement boat, in the ultralight yard of Ron Moore, where it took 7 years of labor before she hit the water in 1978. This is Phil's first big boat, and after launching her he spent the next two years shaking down around Monterey Bay.

Usually one or two boats a year leave Moss Landing for Mexico, and Holland had heard sad tales of folks who had blown most of their cruising cash buying last minute goodies in San Diego and Ensenada. Wanting to be thrifty, Phil and his crew delivered themselves from temptation by sailing directly from Moss Landing to that consumer backwater, Cedros Island. Clearing into Mexico at the village at Cedros was no problemo, and even the immigration officer, known as Jose Godammit, was nice.

The trip down the coast to Cabo San Lucas was mostly the typical light air affair,



and the Sirius wind vane drove the boat 95 per cent of the time. One night when there were finally some good strong winds, Phil



Little Bummer on K.P.

was got so ecstatic that he left his 150 up and winged out. It cost him a broken whisker pole.

A cabinetmaker by trade, Phil has saved

up "X amount of dollars" to finance a year of comfortable cruising. After that he'll have to replenish the kitty. He's not sure how he'll do that, perhaps try a charter gig in the Virgin Islands or maybe return to cabinetmaking in California.

One of *Jade*'s most interesting pieces of equipment was a Branden industrial winch which Phil "marinized". It hauls up his 60-lb. CQR with no problem.

One mistake Phil believes he made is with his aluminum dinghy. It's too lightweight, and when it's swamped,



The tip of Baja.

SIERRA

You'd be shocked how many cruisers in Cabo San Lucas have been sailing for less than a year.

Larry and Gale

Burnette, both 36, are typical. They bought their first boat — an early 70's Peterson 390 center-cockpit, center-boarder designed for the charter trade — in Redwood City last Spring. After doing all kinds of work and adding lots of gear,

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they left the bay area October 1. It was their first time out on the ocean!

Luck was with them, however,

beginning of Tandem Computers. Apparently this was financially rewarding, because they only sold one of their two



Larry and Gail.

houses to equip the Sierra — and equip it they did!

Without sailing or navigational experience the two spent a lot of time evaluating navigation equipment. First they bought the expensive Trimble Loran, but were disappointed when they had problems with it on the bay and between Catalina and San Diego. As a result they went out and spent \$4,600 on a Shipmate SatNav with a speedo/com-

Both Larry and Gale are computer hotshots who "started early with Four Phase Computers" on the Peninsula, and later Larry got in at the

pass interface. They give the SatNav rave reviews — "it was easy to install, there have been no problems, and we feel totally secure with it." The longest time they experienced between satellite fixes was 4 hours, but usually they came much more frequently.

Another piece of equipment that the Burnettes — and several other cruising boats — raved about was radar. It was comforting, of course, for detecting ships in the fog farther north, but it was "A-1-A" for coming into coastal harbors. Larry says, "I'd go anywhere in the world with the SatNav and the radar."

Joining Larry and Gale for the trip are their two cats and one dog. Getting the

We all scream for ice cream.

papers for the animals was a tremendous hassle while in the States, and Larry says he wouldn't do it again. Wouldn't do what, bring the pets? "No, I wouldn't get the papers. Nobody has asked to see them yet."

Gale has a 12-year old daughter that's in school back east, and a son, 18. She and Larry wanted to get a year of sailing experience under their belts before bringing the kids along. After sailing through the Caribbean and up the east coast, Gale's daughter will join them, and they'll take charge of her education.

The Brunettes have a financial plan — actually it was a Merrill Lynch Cash Management Program — that seems

to be working well for them. As they sail their savings were gathering interest at near the prime rate, and yet they had access to the money through either a checkbook or VISA. The checkbook was great in the States where they were allowed to write checks, and in Cabo the VISA card got them a \$500 cash advance on the account with no problem at all.

Had they any advice for *Latitude 38* readers? "Go now."

KARANA

The two nice folks on one of the smallest boats in the harbor were from Portland, but have



Jan and David.

self-sufficiency, just as their little boat



pretty deep roots in northern California. They are David Ingalls, who grew up in Marin and attended school at UC Santa Cruz, and his wife Jan Lippen-Holtz, who also lived and sailed out of Santa Cruz for a time.

Their boat is *Karana*, named after the Indian maiden who was left behind on San Nicholas Island and featured in the book, *Island of the Blue Dolphins*. To Jan and David, *Karana* symbolized



does.

Karana is actually a Bahama 25 hull, to

which they added a deck of their own design and finished off. David, who had just graduated from law school when he began the project, practiced only as long as it took to get the boat together, 3 years. But it certainly wasn't easy to work and build the boat at the same time. "It meant," says Jan, "giving up three years of everything, even friends." David concedes that's no joke, they simply didn't have the time for friends. But neither one has any regrets. "We're glad we decided to go in a small boat now, rather than wait."

Having such a small boat obviously entails some problems. For one thing, the boat simply can't cruise to weather. "We're not sailing back to California, it would take forever," David says. "When we get to the Canal, we'll either go east or

several damaging dunkings off Astoria, Oregon, early in the trip. "I'd spend

mortgage.

While *Karana* is equipped with an Atoms windvane, the

and Diane Quarles of Saratoga on their Perry 35, *Libre*. Their situation is



\$3,000 and put a small diesel in the boat if I had to do it again," he says.

You'd think room would be a problem, but Jan says it wasn't because they were mentally prepared for it. Besides, Jan's a pretty tough character. She fiberglassed hull No. 2 of the Moore 24's, and then sailed it to Hawaii with David. "Compared to the Moore we have total luxury," she laughs. They've also found that being on a small boat has some advantages. They're always being invited aboard bigger boats by people who feel sorry for them, something Lyn and Larry Pardey also claim happens to them. All in all, they are both satisfied. They've got a small boat that is paid for and two years of cruising cash instead of a big boat and a

Clearing with the Port Captain.

Autohelm 1000 has been doing most of the driving. Although it couldn't handle quartering seas, David says "Give the Autohelm a big plug!" It's put in lots and lots of good hours and only draws 1/4 amp.

Speaking of electricity, *Karana* has solar panels which "are good for trickling up the batteries, but they just aren't cost efficient," in David's estimation.

Advice for others? "Don't make big plans and have exact expectations about your cruise. The reality is never what you anticipate, it's always totally different."

typical of many cruisers; the man is all gung-ho and has planned this for years, while the wife

is a little skeptical if this is something she really wants to do.

Cilff had gone to school in Kings Point, and later in Hawaii, designed a "gorgeous 22-ft. sailboat that didn't sail at all." He then spent 10 years in the Navy, commanding a LST in Vie Nam. He considered about staying the Navy because of the prospect of early retirement, but decided to return to the private sector, work like crazy, and retire early anyway. And that's what he did, working for a major brokerage company, eventually rising to the position

Cliff and Diane Quarles.



LIBRE

The first couple we interviewed in Cabo San Lucas was Cliff

west." Another problem is the Honda outboard, which took

CABO

of a senior vice-president. The fact that "business was good and we were very frugal" allowed him to retire per his

happy. Cliff found only two problems, getting the ice box to drain and the kerosene stove to work easily. In other

tently, usually the first day or two after leaving port. Cliff heavily insulated the unit's little freezer for 'quick freezing' beer



timetable.

Over the last few years the Quarles have owned a Catalina 22 in Santa Cruz and a Cal 27 in San Francisco bay, which they took for a 'test cruise' down to Morro Bay. A reasonable success, they decided to go ahead with their plans and buy the Perry 35, the first one ever sold by H&C Yacht Sales. The boat has turned out to be terrific, in part a result of the

words, no problems to speak of.

Probably the most exotic piece of equipment on the boat was a TI 9000A Loran, which worked great "with interpretation" until Turtle Bay. In Cabo Cliff was able to pick up a Caribbean chain and with a 'table' figure latitude. The Autohelm 3000 got raves, "it could steer when I couldn't". *Libre* is also equipped with an Adler-Barbor Cold

or other goodies.

Getting the anchor up with a manual windlass can still be a workout, and we enjoyed hearing the way Cliff does it on *Libre*. "Before breakfast I go out on the foredeck and crank the anchor line halfway in; then I break for breakfast, and after eating crank in the rest."

As for Diana, she's been "tossed around, cramped, inconvenienced, nervous and terrified" — the standard stuff. At one point in the fog with a freighter in the area, she would have "gladly bought a radar on the spot." Things have improved greatly in Cabo San Lucas, and we figure Diane will enjoy cruising even more in the warmer climes.

Cliff, who the first day they arrived in Cabo heard a man requesting a female



cooperation of H&C who wanted to make sure their first customer was super

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Machine which the Quarles use intermit-

crew to replace his just departed wife, is taking special pains to make sure Diane will enjoy herself.

One example was a night ashore at the luxuriously Finisterra Hotel; he plans similar breaks from time to time as they continue on.

Current plans call for continuing to cruise down to Costa Rica where it will be "decision time", just as it is for most yachts.



MARILYN II

One of the things Marilyn and Sheldon of *Marilyn II* liked about Cabo San Lucas was "that the

their last name — how embarrassing. We do know Sheldon was a pediatrician in Lafayette who is "pretty sure" he's retired.

Like the Chrones on *Amola*, Marilyn and Sheldon have had a lot of sailing experience, which without doubt was instrumental in their having a terrific time hopping down Baja's Pacific coast. When it blew 50 at Santa Tomas, for example, they didn't get shook up, but knew it would pass by in a matter of hours. And are they enjoying themselves, stopping at every opportunity — 14 times between San Diego and Cabo (they'd also made 14 stops between San Francisco and San Diego).



Cheese burgers in paradise.

fraternal feeling among cruisers is so great, nobody knows anybody's last name." They're dead right on that, because darned if we ever caught



Sheldon and Marilyn.

When they could get to land they had a great time meeting the Mexicans. Marilyn felt like the Pied Piper, handing out balloons to the children and teaching them Mary Martin songs. For the older folks who wanted to trade for guns, ammo, and *Hustler* magazines, Sheldon offers Bic lighters and small bottles of whiskey. 1 Bic gets one lobster; one airline size bottle of whiskey brings 12 lobsters. Ascension was one place they wished they could have gotten to shore to see a travelling circus, but the surf was running too high.

Over the years they have had a number of boats. An International 14, a Dragon, an Islander 32, the Mare L, and others. In 1966 they

took their 4 children and cruised the Channel Islands, and the next year Sheldon raced the TransPac in *Mystic Isle*, Bud Lowry's Islander 44.

They started foreign cruising in 1977 when they shipped their Rasmus 35 to Bellingham, Washington, to cruise the Northwest, with Vancouver Island in particular. The trip back down to San Francisco was in some pretty stiff weather, and convinced them they'd like a larger boat. Their selection was the Vancouver-built Spencer 1330, a 45-footer that, like the Rasmus, has an aft-cabin. They took delivery of the boat up north in 1979, and spent three fabulous months cruising up to Alaska where they hardly saw another boat.

Current plans call for them to be in Newport, Rhode Island, for the 1983 America's Cup competition. Between now and then there's lots of central America, the Caribbean, and the east coast's Intercoastal waterway that they're dying to visit. But when we saw them, they were having visitors of their own for Christmas. They expected as many as 24 family members and relatives to fly down and stay at

Cabo's Hacienda Hotel — about 150-ft. from where their boat is anchored.

SOLAR WIND

Most folks who head out cruising for the first time are pretty tight, and that's a good thing. Darrell Ellis was loose as a goose, and while he made it safe and sound to Cabo, he perhaps was counting on more luck than is judicious.

Darrell had purchased his Ericson 35 — which he normally keeps at Pier 39 in San Francisco — five years ago with the intention of sailing to Hawaii. After creating excuse after excuse why he couldn't go,



Waitin' for a phone line to the States.

he didn't and decided to sell the boat. He took out a Classy Classified, got some calls, but before he could sell it read a story we did called 'Puerto Vallarta People' that changed everything. Instead of selling his boat, he sold his real estate business in Belmont, his house, and took off. "Unplug and go," he smiles, "that is what one must do."

One reason he

chose Mexico as his destination is that he didn't have the navigational skills to find Hawaii. Actually, he's lucky he found Mexico, because in all honesty, his navigation was atrocious. One time he and crewman Rick Orr, left Redondo's King Harbor bound for San Diego in fog; they eventually got there, but only after accidentally dipping around Mexico's Coronado Islands. But



Darrell Ellis and Rick Orr off Solar Wind.

CABO



Hacienda Hotel.

the worst landing was at Cedros Island, thinking it was San Martin. Angel Island-sized San Martin is about 100 miles north of the 50-mile long Cedros. When pressed for an explanation, Darrell leans back and laughs, "Oh what the hell, ho, ho, har, har, har" — you've never seen a guy having so much fun in his life. We just hope he brushes up on his technique so he continues to be alive to enjoy it.

We're not picking on Darrell, he's a great guy, but certainly not the only one who didn't really know even some of the basics of navigation. Boxing a compass, for example. There must have been 4 or 5 boats in Cabo — including a brand new Swan 37 — that easily could have been lost from not having the compass swung.

Solar Wind had an inauspicious start to the cruise. Leaving from Redwood City with one crewmember who

was only going as far as San Francisco "just to be a part of the trip", this fellow drove *Solar Wind* aground off Coyote Point when nobody was looking. "Oh what the hell, ho, ho, ho" laughs Darrell. The next day they took off in the storm that allegedly sunk the 51-ft.

Freedom II, and got buffeted about. But it was okay, "I love this boat, it handles well in very big waves, and if you just hang on it will take care of you," he observes. After five days of recuperating in Monterey, they resumed the trip and commenced getting lost.

One of the things Darrell added to his boat was a 7-gallon propane tank for the stove. He installed it in a terrible place — bolted to the genoa track — but so far it has served him well. "We've been cooking up a storm, eating marvelously." And we can verify it, served as we were with a delicious piece of Bisquick plus vanilla plus sugar plus milk cake.

Until *Solar Wind* came abeam of Cedros, they'd actually had very little wind. But Ellis didn't care, and he wasn't about to start the engine. Luxuriating in the peaceful bliss at sea, he says, "You can't imagine how many

sailboats motored past us, ho, ho, ho, ha!"

We didn't get to spend that much time with Darrell, but found him to be a terrific guy. He's planning on heading to Puerto Vallarta

importance of paying at least some attention to his navigation. We don't want to lose him.

AMOLA

The biggest sun

Chrones, "a Greek and a Swede" from Santa Cruz. While we hung out under the shadow of our dodger and awning, Chris and Inger took theirs down to catch more of old Sol.

Like the other



next, and if you see him, please take some time to make him understand the

lovers in all Cabo San Lucas — and possibly the world — were Chris and Inger

cruisers with years of sailing behind them,

the Chrones had a splendid trip down. The first night out of San Diego was a brief exception. The wind built and Inger threw up for 7 hours — the first time it had ever happened. Apparently she was more embarrassed about it than anything. "I felt unworthy of being on a boat, but after throwing up for so long there was nothing left and I quickly recovered."

Their boat, hull no. 122 of the Newport 41's, is named *Amola*, Greek slang for "Let Go". In the past they've owned a 17-ft. Pearson, a Bahama 24, a Traveller 32, a Rafiki 35 and a Rafiki 37, but they love their Newport 41 more than any of the others. "It's beautiful, it's more comfortable and less work. It does 7½ knots to windward (the boat was originally designed to be an IOR racer, but the factory has since modified the boat to a family racer/cruiser) and is dry and comfortable. We have nothing but good words for the boat, it's excellent."

The Newport 41 comes with rod rigging, and the Chrones added a Hood roller furling system for the headsails, which they like for reasons we hadn't heard previously. Chris says, "The roller furling just makes everything



The marvelous Monte Walker.

more efficient. On the way down here the wind would die down at night, then come up for an hour, and then die down again. Without the roller furling you'd say the heck with it and just keep motoring, but the roller furling makes it so easy we'd always sail when there was any breeze at all."

Also getting high marks for making cruising more efficient and enjoyable was the NCS Meridian SatNav. Chris admitted you certainly didn't have to have one, but it sure made life more pleasant. Even Inger, who initially would have

preferred to keep the money in the cruising kitty, liked it. "If we had to do it again, we'd absolutely buy it, you become addicted to it." The Sat. Nav. enabled them to sail in a straight line, detect the currents and drift, and made navigation in fog and at night a snap. Passing by Isla San Martin and the treacherous Sacramento Reef, for instance, it was fogged in, but with the SatNav they never had a moment of concern.

Both Chris, an electrical engineer in Silicon Valley, and Inger, a high school

teacher, were enjoying themselves immensely. They plan to head for Puerto Vallarta, Manzanillo, Zuihuatanejo, and Acapulco. After that? "If the condo in Capitola sells, we'll keep heading south; if not, we'll head north — in a hurry! Ho, ho, ho!"

MONTE BELL

Beyond any doubt, the most interesting boat in all of Cabo San Lucas belonged to Monte Walker of the Vallejo YC. In fact, it's by far the most interesting boat we've seen anywhere.

Monte, who says "I've been an oddball all my life", decided at age 59 that he wanted to see the world. So he built a steel version of the Columbia 43 in one



year, and spent the next three years sailing it around the bay, building up the courage to finally take off.

To say Monte built his boat from scratch is an understatement. Start way down with the little things.

Blocks — he designed and built his own from steel. Cleats — designed and built his own from steel. Mast — he built it by welding a series of 4" truck drive shafts (1/10" thick) together to the appropriate length. The standing rigging — PG&E surplus guy wire. The engine — a Continental diesel, brand new war surplus from the Korean War. 3-blade prop — Monte fabricated two from scratch, the second of the transom of his boat while anchored in San Diego. The engine transmission — some weird monstrosity he designed and built himself that utilizes three tires — as in car tires — two for reverse, one for forward.

Sure, Monte did buy a few things, but only a very few. He bought a suit of Lee racing sails for \$2,500. He spent \$2,500 on a lead keel, and another \$2,500 on 5 tons of 3/16" steel he used to fabricate the frameless hull. About the only other thing he bought — no kidding — was a Kenyon kerosene stove; he decided it didn't

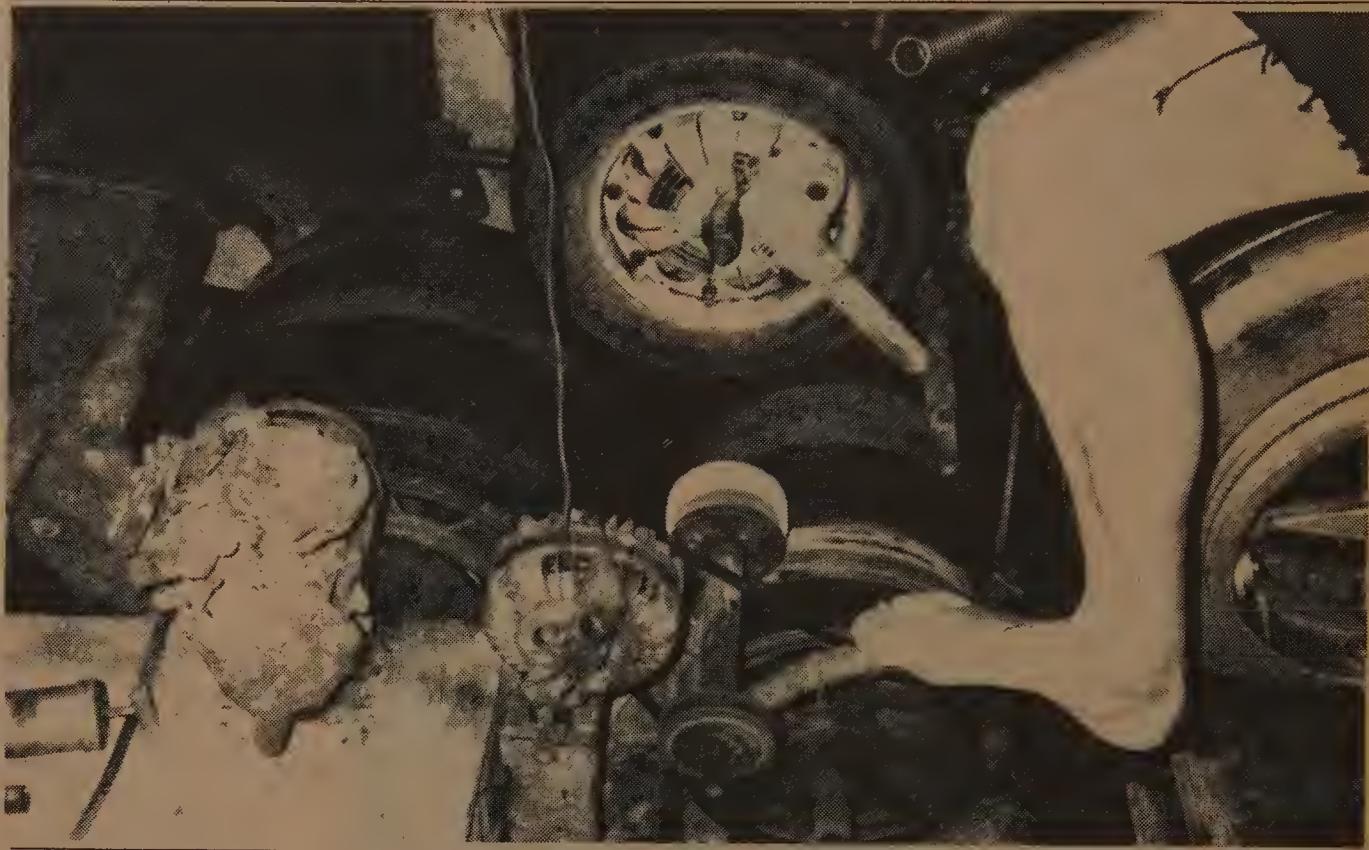
CABO CROWD

work well and converted it to butane.

Where did he get all the rest of the steel for the decks, the bulkheads, the cabinets, the cockpit soles, and so forth? From the Vallejo junkyard, which he nominates as the world's finest because of all the great stuff they get from the Mare Island Shipyard. Much of it Monte can't imagine is really junk. Actually it was at Mare Island some 40 years ago that Monte learned his ironworking and welding skills. But he confesses, "I didn't stay, I'm a hobo."

Hobo or no, he's one talented fellow. He made all his own anchors from scrap steel, and he lathed his own winches out of walnut. Like his windlass, the primary winches are driven by old Ford starter motors. "Ford all the way," he laughs, pointing out that all the spare parts he needs lie the dirt roads of Cabo San Lucas. Monte's lifelines are a little unusual, too. They are made of stainless steel tubing that milk ran through during a previous incarnation at a Sonoma dairy.

But you never have seen anything as wild as when the barefoot Monte cranks up that old Korean War Continental diesel and starts engaging that



transmission made of tires and all kinds of other junk. The noise is horrendous, and any Coast Guard safety inspector would die of apoplexy. It gets worse. Monte picks up a fan belt and explains that he's going to engage the air compressor for his Scuba tanks. Like a spooked cowboy, he gingerly lassoes the

big air compressor to loop the belt around its wheel, and lets them fall apart and engage. What a clamor! But the compressed air starts pumping out all over the cabin. There's not a mechanic in Mexico that has anything on Monte Walker.

There's not a little kid whose got anything on Monte, either, for you've never seen a boat that's in such a mess. Why, there's clothes lying all over everywhere, greasy wrenches in with the silverware, acetelyne tanks in the middle of the cabin, food hither and yon; but Monte knows exactly where every thing is.

Singlehanding, Monte had a few scares with freighters in the fog, but is having a great time. He figured he'd meet a lot of foreigners, but so far it's been mostly



Walnut winch.

whirling wheel of the engine, tilts up the

fellow Americans yachties among whom he's made many, many friends. "It's all I can do," he says, "to stay sober between the boat and the dock." But Monte will get his chance to meet non-Americans in time,



because "I'm staying down here where it's warm, I'm never going back."

One thing he really enjoyed in Cabo was the scuba diving. "I was a hundred feet down and could see down another hundred feet to the bottom, it's the clearest water I ever saw."

There is no way you can't help but love a crazy old geezer like Monte, who at 63 has the zest to live life to the fullest on his own terms. For anybody else, his boat is just an accident waiting to happen, but to Monte — who knows it frontwards, backwards, inside and out — he'll probably keep right on going. Bless his soul, Monte's the independent kind of cuss that makes you proud to be an American.

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The sport of yacht racing has always had its "sea lawyers", the guys who love to twist and turn the racing rules to their advantage. For the most part, though, once the protest committee made a ruling on a particular case, that was the end of it. The sea lawyers would have to wait until the next port-starboard or room at the mark situation to display their talents.

It's also always been understood that the governing body of the sport, either the U.S. Yacht Racing Union (USYRU), or the International Yacht Racing Union (IYRU) had the ultimate authority. When a rules infraction case was appealed, the farthest it could go was one of these two groups.

What is printed below, however, is a situation where the accused party decided to take the matter to a civil court. The case stems from the measurement fracas from last year's Southern Ocean Racing Circuit, in which the top three finishers, Louisiana Crude, Williwaw and Acadia, were removed from the series after it was over. Two of the yachts, Seymour Sinett's Williwaw, and Burt Keenan's Acadia, were disqualified for measurement infractions. Both owners were found responsible for altering the boats' displacement during the measuring process. In Sinett's case, it came out that one of Williwaw's crew had partially filled the boat's bilge with water, thus making it appear heavier than it would be when the bilges were dry.

Because Sinett and Keenan had so grossly violated the spirit of the rule, the USYRU not only disqualified them from the 1981 SORC, they also kicked them out of yacht racing. Keenan got one year and Sinett got two years of suspension.

In October of 1981, Sinett filed a lawsuit against the USYRU, saying that they had libeled him. In the press release about Williwaw's DSQ, the USYRU, according to Sinett, claimed he was "dishonest", and had "cheated his competitors". Sinett felt that was grounds for a case and he pursued it. Below is the transcript from the trial.

In this case, the court found in favor of the USYRU. This is not, however, the end of the legal hassles evolving from the 1981 SORC. Tom Dreyfuss, co-owner of Louisiana Crude, has filed a multi-million dollar suit against the USYRU. Dreyfuss and his skipper Tom Blackaller maintain that they were removed from the regatta without due process. Some observers feel they have a pretty good case.

In case no one has noticed, yacht racing, like other international sports, is no longer sport. And that's too bad.

Seymore Sinett, Plaintiff.

vs.

United States Yacht Racing Union, Inc., Defendant.

Newark, New Jersey

January 12, 1982

Before: The Honorable H. Curtis Meanor, U.S.D.J.

Appearances: Dooley, Mackevich & Burke, Esqs.

By: James E. Machevish, Esq.

Attorneys for the Plaintiff

Pitney, Hardin, Kipp & Szuch, Esqs.

By: James C. Pitney, Esq.

Attorneys for the Defendant

The Court: Mr. Pitney.

Mr. Pitney: May it please the Court, this is a motion for summary judgement in the proceeding which was brought by Seymour Sinett

against the defendant, United States Yacht Racing Union, Inc.

We respectfully submit that there is no factual dispute about any material fact at issue in this case.

It's conceded by the plaintiff that he had participated in a series of yacht races in Florida a year ago called the Southern Ocean Racing Circuit. His yacht was protested.

As a result of the protest a remeasurement occurred. There is a major discrepancy between the certificate under which his yacht was raced in that series and the certificate which resulted from the remeasurement. A differential of approximately 2,400 pounds.

There has been no explanation on the record as to why this displacement change occurred.

The Court: Your association never came to the conclusion the plaintiff had doctored the yacht, did they?

Mr. Pitney: There was no specific finding to that effect, no.

The Court: I take it under your rules and regulations the ultimate responsibility is the owner's?

Mr. Pitney: That is very clear, your Honor.

The Court: So no matter who doctors the yacht, if the race is doctored, the owner bears the brunt, is that the idea?

Mr. Pitney: Yes, your Honor, that's correct. There was clearly a notice given of the hearing and the notice stated there was a distinct possibility that the plaintiff could be disqualified from future participation and —

The Court: He was disqualified for two years.

Mr. Pitney: That's correct. He apparently made a conscious decision not to participate in these proceedings. This is apparent from Exhibit D-7 which was attached to the affidavit of Richard Latham, and Richard Latham's affidavit —

The Court: In addition, he was offered an adjournment so he could personally appear and refused it, is that correct?

Mr. Pitney: That's correct. In addition to that, after the hearing he was sent a telegram and advised, in effect, to Mr. Sinett, we would still like to hear from you, and he never took advantage of the opportunity which was afforded to him.

There is no suspicion in the record that I have been able to discover that the hearing was not conducted in accordance with the defendant's rules and regulations, and there is no suggestion in the record that the hearing wasn't full and complete.

Although there is a suggestion in the brief that, perhaps, the interrogation of one or more of the witnesses could have been more extensive or should have been verified or what have you.

The plaintiff was sent a copy of the transcript, stenographic transcript of the hearing, which he then furnished to the press. It appears from his testimony that it was furnished by him to the press after the defendant refused to furnish that stenographic transcript to the press.

The plaintiff received at the time he received a copy of the stenographic transcript of the proceedings the affidavit of his captain, a man by the name of Harvey Ward stating that at the time of the measurement water was put into the bilges and a lot of gear not normally aboard the vessel was added.

Once again he made the conscious decision and this appears from his deposition, to do nothing in response. He was asked on examination whether he ever called anybody at the defendant or called the attention of the hearing committee that the affidavit was false. His response was, no, I had decided originally to do nothing about this proceeding and I saw no reason to change that initial decision.

Although there have been suggestions in the plaintiff's brief that

the defendant was guilty of malice or bad faith, there is nothing in the record, in any affidavit which would substantiate that suggestion.

And, indeed, as pointed out in my brief, it has been conceded by the plaintiff in his deposition that he didn't know any of the individuals who sat in judgement at the hearing on his case.

The press release which followed the hearing does not suggest that the plaintiff was guilty of cheating.

All the documents before the Court would indicate that there was no excessive publication. As a matter of fact, one of the documents submitted by the plaintiff would suggest that the officials of the defendant organization refused to discuss the merits of the case with the press.

The Court: What are you supposed to do, keep these disciplinary things secret?

Mr. Pitney: I submit, your Honor, and I have so argued in my brief that once the decision was reached it was entirely appropriate for the defendant to announce its decision.

Were the rule of law otherwise, obviously it would make it impossible for an organization of this sort which governs a sport, it would really be impossible for such an organization to reach a decision without the fear of being charged with defamation of character.

The Court: Well, also, if you can't publicize it how are you going to keep him from participating in races during his suspension term. Somebody has to know about it.

Mr. Pitney: That is correct.

The Court: May I ask, does your association have a newsletter or something that goes out to members?

Mr. Pitney: Yes, it does, and that appears in the record, your Honor.

The Court: This was published in the newsletter?

Mr. Pitney: That's correct.

The Court: And also disseminated generally to the press.

Mr. Pitney: It was issued; there was a press release which has been attached to the complaint, that is correct.

The Court: How much notoriety did it get?

Mr. Pitney: There was a good deal of — there was a great deal of publicity both before and after the event in yachting publications and also in the *New York Times*.

There is a reporter for the *New York Times* by the name of Joann Fishman who, incidentally, was here in the courtroom at the time of the application for a preliminary injunction. And Joann Fishman wrote articles about the plaintiff's disqualification at the time that it occurred in March of 1981, and there were a series of articles which she wrote subsequently.

The Court: Is anything untrue in your press release?

Mr. Pitney: I do not believe so, your Honor, and I don't believe it's suggested in any of the papers that the statements were false or that they were made in disregard —

The Court: Of course, the inference would be that the boat was found to be doctored for the race and the owner was suspended. I suppose the inference would be that the owner was the one who doctored it, although you made no specific finding to that effect, as I understand it.

Mr. Pitney: That is correct.

The Court: Let me hear from your opponent.

Mr. Mackevich: Your Honor, we have submitted in response to the defendant's application several affidavits and other elements which would suggest that in point of fact to a sailor, to a person who is familiar with the controversy, what the U.S.Y.R.U. has said —

The Court: What the who?

Mr. Mackevich: What the United States Yacht Racing Union has said is substantially recognizable as a clear statement that Seymore Sinett —

The Court: Where did you get that?

Plaintiff:

"... what the
U.S.Y.R.U. has said . . ."

Judge: "What the who?"

Mr. Mackevich: The affidavit of Mr. Raugh.

The Court: No, what source of information on which do you base the conclusion that this was a statement that Sinett had personally doctored the yacht.

Mr. Mackevich: As set forth in my brief in the affidavits, your Honor, there were several matters which must be looked at in the entirety of the context.

Initially, even though Seymore Sinett was not there, the helmsman, Dennis Connors, was affirmatively exonerated from the affair.

The Court: This is all by inference, isn't it?

Mr. Mackevich: All by inference.

The Court: Now look, young man, the owner, under the rules of this Yacht Racing Association, bears the ultimate responsibility for the condition of the boat, i.e., that it meets the specifications of the race in which its entered, is that correct?

Mr. Mackevich: That's correct, there is a vicarious liability.

The Court: The owner could be morally as innocent as Snow White and still be suspended if somebody in his employ or acting for him with respect to maneuvering this boat doctors it up, is that correct?

Mr. Mackevich: That's correct.

The Court: All right.

Mr. Mackevich: In the context of this case, however, your Honor —

The Court: What did they say that was untrue?

Mr. Mackevich: First of all, they published as fact the statement of the boat captain. They published it as fact.

The Court: That statement was, in fact, made by the boat captain, wasn't it?

Mr. Mackevich: That's right. The statement says as interpreted even by the defendant that at the instruction of the owner water was placed in the bilges.

The Court: That's what the boat captain said.

Mr. Mackevich: The same as if we had put drugs into a horse. In point of fact, that is not true. That is absolutely and unequivocally untrue, and yet the entire world believes it to be true because they have published it as fact. They have given it the enhanced veracity which their own prestige is entitled to.

In point of fact, the entire sailing world now has assembled and recognized that Seymore Sinett put water in the bilges in order to

YACHTING GOES

doctor his boat.

The concept of a suspension itself is a dramatic and unusual punishment. In this country it has never happened before. It has happened in Italy, but only where the actions of the owner were flagrant

Judge:
"Was this fellow
Connors up for
charges too?"

in the investigation.

So that the absolute inference, the clear statement to any person looking into what they said was that Sinett had been caught and found red-handed of cheating.

This is also to be contrasted with the Yacht Acadia, which was similarly protested for almost the identical problem, the report of which and a letter of Mr. Keenan is attached to my exhibits, as well.

In the Acadia, unlike Sinett, they said no overt example of cheating was found.

Again, by inference, by implication, by comparison with the way the entire matter was handled it's clear that Sinett and Sinett only had been found personally guilty of cheating. That they had exonerated the helmsman, Dennis Connors, who is far more well known, they had stated in the context of a similar yacht —

The Court: Was this fellow Connors up for charges, too? Was he being investigated, as well?

Mr. Mackevich: He gave a single statement. They accepted it and that was the end of Connors.

The Court: Where does this press release of July 21, 1981 say anything about your client having doctored the boat?

Mr. Mackevich: If we look attached to the press release, your Honor, was the report of the special inquiry committee.

The Court: That was part of the press release?

Mr. Pitney: Yes, it was, your Honor.

The Court: Where is it? I have it in front of me. Just tell me where this language is.

Mr. Mackevich: In the third and fourth paragraphs there is a discussion and an attempt to explain as to why the boat was changed.

In those discussions it's an explanation that there was extra weight put on the boat. There is a blatant statement of cheating, and the implication —

The Court: That's the first page, the third and fourth paragraphs, right?

Mr. Mackevich: That's correct.

The Court: Rule 19-2.

Mr. Mackevich: Furthermore, the letter which was written by Donald Sorenson — excuse me, written by Kenneth Weller to

Donald Sorenson was Exhibit C, and discusses and says to have rated this it would have required 2,400 pounds. The discussions and the statements by Weller are clearly being attributed to Sinett.

The issue of cheating is being attributed to —

The Court: Wait a minute now. Where is there anything untrue?

Mr. Mackevich: The 2,400 pounds is not necessarily true, your Honor.

The Court: That's what they found, didn't they?

Mr. Mackevich: They found it in theory. One doesn't put a boat of this size on a scale and measure it. It's a theoretical calculation.

The Court: I understand that.

Mr. Mackevich: It could well be there is an error in measurement itself which would explain —

The Court: We are past that. Where is there an untrue statement in this press release or its attachment?

Mr. Mackevich: The exact statements themselves are not untrue, per se. But as I note —

The Court: Has your client filed an affidavit in this summary judgement motion to the effect under oath, denying he has anything to do with doctoring this boat?

Mr. Mackevich: It's been filed in the context of the preliminary injunction, your Honor, absolutely.

The Court: Let me see that. Dig that out for me.

Mr. Mackevich: Your Honor, the Complaint itself denies that we did that and that was a verified complaint.

The Court: Where is the affidavit?

Mr. Mackevich: We filed an affidavit which is dated October 26. The date of the affidavit is October 23. It was filed October 26.

We also state in our Complaint, which was verified, in Paragraph 18, the first Complaint, which is verified, the plaintiff says: "These assertions and alleges are completely and absolutely untrue."

As I noted in my brief, your Honor, they are responsible for the veracity of the untrue statement of the boat captain, as well. That's absolute law as set forth in the cases cited therein.

In the context of the summary judgement motion we are entitled to all reasonable inferences in our favor.

The Court: That Paragraph 18 is not a specific denial. This fellow had nothing to do with doctoring this boat.

What else do you rely on for a denial by your client that he didn't pump water in the bilge or something?

There is an affidavit executed on the 13th day of November, filed here on that day. Is that what you rely on?

Mr. Mackevich: There are so many affidavits I am having trouble keeping track of them.

Mr. Pitney: Perhaps I could help the Court. There was one affidavit in support —

The Court: Filed October 26?

Mr. Pitney: October 23. Then there was another so-called supplemental affidavit which bears the date of November 13.

Mr. Mackevich: Your Honor, I don't believe that we have specifically said we did not do it. We haven't submitted an affidavit which says we did not put water in the bilge.

What we have said is that the inference and the allegations which are the only reasonable interpretation of what the defendant is saying are untrue.

The Court: I agree with you. You haven't filed an affidavit that you —

Mr. Mackevich: On precisely that issue, that point. It was within the context of the initial Complaint itself. Your Honor, the affidavits

which we have attached to our opposing papers all say that all sailors recognize instantly what they were talking about.

The Court: There is no question as far as I am concerned this boat was doctored and there is no question under the rules of this association to which your client subscribed that he must bear the responsibility, whether morally culpable or not, that's correct, isn't it?

Mr. Mackevich: Yes. But it has to go one step further.

The Court: What's the step further?

Mr. Mackevich: The step further is if that's all they were saying about Seymour Sinett is that he is vicariously liable as the owner, that's what they should have said.

But they didn't say that. The entire issue is —

The Court: I don't think for the purposes of this yacht association it makes a bit of difference whether he was morally culpable or not. There is a violation for which he is responsible whether he did it or whether he directed someone to do it.

Mr. Mackevich: That's not how they said it, your Honor, that's not what they said to the world.

The Court: I don't think it makes any difference. What they said was absolutely true.

Mr. Mackevich: What they said was he cheated. What they said is he put water in the bilges.

The Court: Show me where they quote a witness who says he did that.

Mr. Mackevich: Taking a person's report and putting the report forward is defamation in itself. The cases clearly say that.

The Court: Good. All right, anything else?

Mr. Mackevich: Only, your Honor, that the defendants are merging the problem. They are merging their own issue relative to the investigation or relative to what they did to Seymour Sinett, and they have republished a fact the statement of the paid hand, which is untrue. And they are responsible for that.

Under the rules in summary judgement we are entitled to develop our case. We are entitled to the fullest inferences and it's well premature before we have been able to talk to any of the people to dismiss the case at this time.

The Court: All right. I don't think there is any question but the fact that the defendant is entitled to summary judgement. The contents of this hearing record are privileged is made without malice.

There was a thorough hearing, it was a fair hearing, and there was a deep investigation, a detailed investigation.

The defendant came up with the proposition that the *Williwaw* had been doctored for the race.

I don't think there is any question about the fact that it had been doctored for the race.

What happened at that hearing, what the witnesses testified to and the results of it are subject to a qualified privilege. The hearing was conducted fairly and the consequence were entered into without malice. That should be the end of the matter.

There is absolutely no basis short of speculation where someone who I think is mad because he got his finger caught, was caught with his finger in the cookie jar, to indicate that there was any malice against Mr. Sinett whatsoever.

Obviously, it seems to me that the defendant cannot run its association and impose disciplinary suspension without publicity given to that disciplinary suspension.

What the defendants did was publicized, it has to be publicized. It does no good whatsoever for Mr. Sinett to be suspended in camera or in private.

First, one obvious consequence of the publication of the disciplinary action taken against Mr. Sinett was to notify the yacht racing world that he could not participate in yacht racing under the aegis of the defendant for a period of two years.

Second, as with any disciplinary sanction, publicity is an essential

Judge:

"I didn't realize
people do cheat in
yacht racing."

cause. It warns others who may think about transgressing that there will be adverse consequences.

I think that the dissemination of the press release and the report is protected by the qualified privilege that protects the activities of the defendant in imposing discipline as the overseer on a voluntary non-governmental basis of integrity of yacht racing.

There is nothing untrue in any event about anything that the defendant released. One may infer if one wants to that Mr. Sinett is the one who doctored this yacht. No where is that stated.

The closest it comes to it is the statement that quotes the boat captain who is employed as the owner as stating a hose was used to fill the bilges with water ballast. It does not say that it was done at the direction of the owner.

The blunt fact of the matter is that it doesn't make any difference for the purposes of the defendant whether the boat was doctored by the owner at his direction or by someone acting contrary to his orders or his wishes. The rules are very clear, that the ultimate responsibility for the condition of the boat while racing rests with the owner. He may be morally innocent and still subject to a suspension.

As far as I know it's the same in horse racing, horse showing, dog showing or anything else in this world that is competitive and that is governed by the rules of a voluntary association and not the government.

If one reads the *Blood Horse* one will find reports time and again of jockeys and owners and trainers who are suspended for racing a horse who has been given a forbidden medication.

The same thing is true with respect to yachts. I find that out in this case for the first time. I didn't realize people do cheat in yacht racing. People can. Somebody cheated and under the rules Mr. Sinett has to bear the responsibility for that cheating.

He in my judgement was not defamed by any inference about his character that may be gleaned from the press release and its attachments are, in my judgement, embraced by the qualified privilege.

Mr. Pitney, you give me an order with costs.

Mr. Pitney: Very good, your Honor.

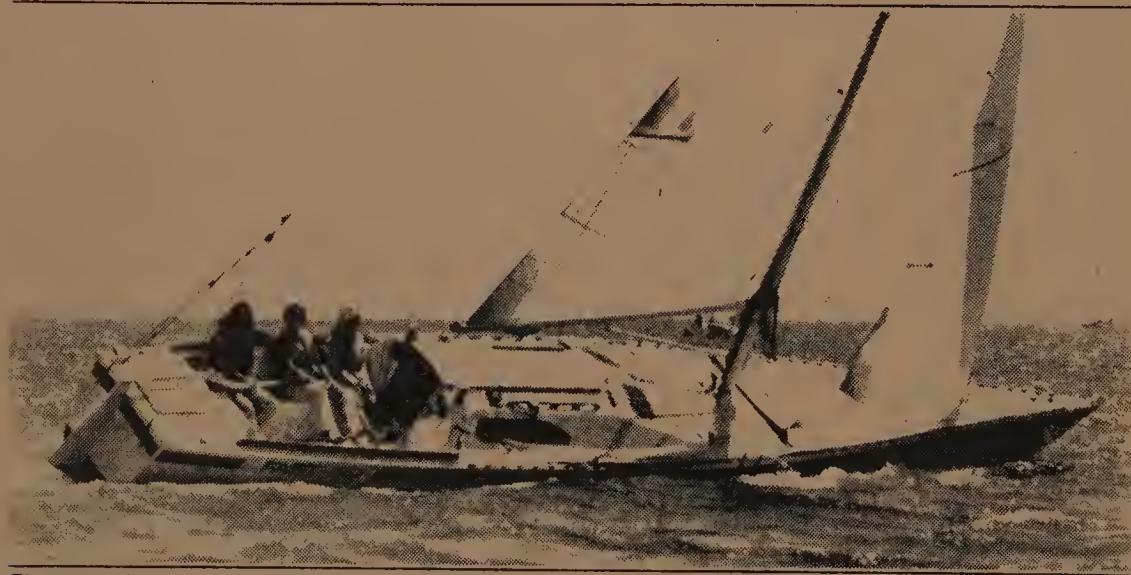
(Matter adjourned.)

FAST 40

In 1967, Alan Adler had the opportunity to crew on *Stormvogel*, the 73-foot plywood ketch. The boat had come to the Bay after finishing first in the Transpac that year. *Stormvogl* was one of the forerunners of the maxi-ultra-lights, designed by Holland's E.G. Van de Stadt and capable of nine knots to weather on the Bay. Alan was greatly impressed, especially by the speed, but he had some trouble with the 18 member crew

Brinkerhoff puts it: "With two people onboard, it feels like we have one too many crew!"

Alan Adler is a 43-year old engineer with a strong background in computers. He has light green eyes, a moustache and grey flecked hair receding over an expressive brow. When he talks seriously, his forehead bunches with intensity. When relaxed, the skin above his eyes spreads expansively over the



Close-reaching with speed.

needed to sail it.

One memory in particular stands out in his mind. After an afternoon on the Bay with lots of yelling and screaming, Alan stopped off on his way home to Palo Alto and slipped out for a solo sail on the Gladiator 24 he owned at the time.

"It was so refreshing without the noise," he says with a laugh. "I don't like big crowds."

Today, fifteen years later, Alan Adler has a boat which combines the best of those two worlds, a boat he conceived of and designed himself. It's called the Fast 40, a long, low, narrow, 40-foot monohull with a sloop rig that looks undersized. On a reach, the Fast 40 is very speedy - top speed so far is 17 knots. The small sail-area, 325 sq. ft. with main and self tacking jib, make it a cinch to sail shorthanded. As frequent crew Vern

top of his head.

He is a man who would look perfectly at home in a white lab coat, reading computer printouts on the development of measuring instruments for missile tests or teaching mechanical engineering at Stanford, both of which he does. (One of his students, in fact, is Barry Douglas, a crewmember on the 12 meter *Clipper*.)

Alan, who's been sailing since he was 13, sold his Gladiator in 1967. For the next decade he crewed occasionally on other boats, all the while planning what was to become the Fast 40.

Besides his teaching and engineering work, Alan is also a freelance inventor. Among other things, he's responsible for a frisbee-like device called the "Skyro." It's a flat ring, about one foot in diameter that weighs about 3 ounces. You throw it like a Frisbee and the "Skyro" was used to set the Guinness world record toss of 286 yards —



FAST 40

the farthest anything has ever been hurled by a human.

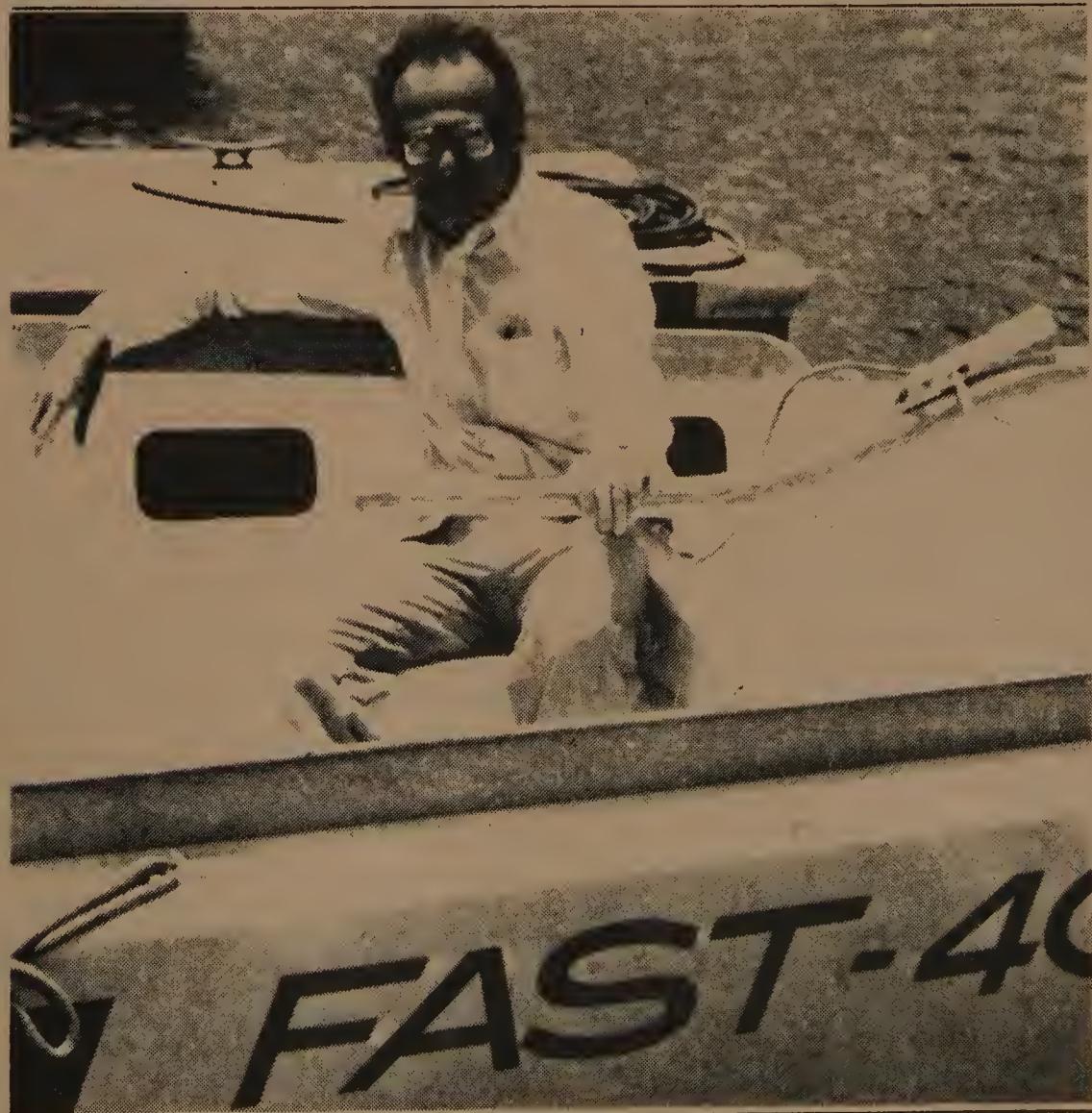
In 1977, he came up with a new method of calculating wave drag. He incorporated that into a computer program which could then simulate sailboat performance at any chosen apparent wind angle. After running some numbers on existing designs, such as 12 meters and a Cal 40, Alan plugged in parameters for his dream boat. He wanted it fast and comfortable, moderately priced and easily sailed by one or two people. Those goals translated into a long waterline with a narrow, lightweight hull and a small sail

plan.

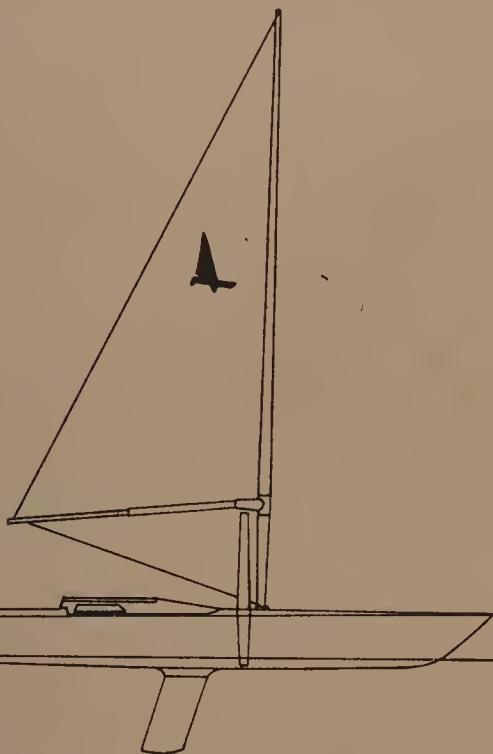
Launched in May, 1980, the result was, if not yet nautical history, at least an intriguing footnote. With a LWL of 36-feet, the Fast 40 has a 7½-foot beam, a maximum freeboard of 3-feet and a displacement of 3,600 lbs., almost half of which is in the drop keel. At 325 sq. ft., the sail plan is about half that of a conventional 40-footer.

Santa Cruz's C&B Marine built the Fast 40, using 5 layers of cold molded cedar — 2 outer layers of Port Orford and three inner layers of the lighter and softer Western Red. There's a thin layer of 4 oz. glass epoxied on the outer skin to maintain the integrity of the wood. The end result is a hull thickness of

Alan Adler.



FAST 40



The original cat rig with two-piece mast.

5/8", which is not thin at all in this age of super strong, super light exotic materials.

Where the Fast 40 saves weight is in the design. It has the same hull and deck surface area as an Olson 30, yet it's ten feet longer. It also has a spartan interior, with six pipe berths, a couple of counter tops and some storage lockers. Aft of the cockpit there's an outboard motor well and storage for the fuel tank.

The small sail area also helps keep the pounds off. Alan originally designed the Fast 40 as a cat rig, with a unique, two piece, unstayed mast system. There was a 10-foot stub section which fit into a socket running from the deck to the bottom of the hull. The 40-foot mainmast rested on two bearing points, one on the deck and the other at the top of the stub, where a t-shaped collar held it in place. The mast and boom rotated with the sheeting angle. The sail wrapped around both the mast and the boom, and downwind he could open it up at the leech and double his sail area.

Alan had high hopes for the cat rig, but the results were disappointing. Downwind, the Fast 40 would fly with a bedsheet hung on a broomstick. The boat accelerates so fast on a reach that the digital readout on the speedometer is a blur. But once she turned upwind, she laid over and died.

He didn't give up on the cat rig easily. Sailmaker Don Goring recut the sail and

North's Larry Herbig came aboard for consultation. Both saw great potential with the rig, and thought perhaps he should go to a fully battened sail for more efficiency. At a certain point though, Alan figured he couldn't come up with a rig superior to a sloop, so he decided to switch rather than fight.

Goring still thinks that was not the right thing to do. "Making that boat a sloop takes out all the pizazz," he says. "It's like putting a mumu on a girl with a great figure wearing high heels!"

Nevertheless, Adler is extremely happy with the two sail configuration. The small jib self tacks and also wings out by itself downwind. He has no use for winches on the main: a simple 4:1 purchase suffices nicely. For extra horsepower off the wind he has a larger reaching jib which he flies from the masthead.

Light air performance is another area where the Fast 40 has a few shortcomings. With about 2 sq. ft. of sail area per sq. ft. of wetted surface area, the boat is a bit under-powered in the light stuff. Alan has seen evidence of this during the midwinter races off Golden Gate YC, near his berth at Gas House Cove. Keeping up with the spinnaker-powered boats in his PHRF division is sometimes difficult unless a puff comes through.

Reaching in the summer westerlies, however, is where the Fast 40 comes to life, and those who've tasted her speed report it is heady stuff. During last fall's Big Boat Series, Alan went out to take some pictures. Just for fun he accompanied the fleet on the reaches and found he could pass just about everybody, including division winner *Anabelle Lee*.

The boat's design also yields some favorable handling characteristics. The long, straight lines of the hull allow the boat to track easily. The helm is so balanced it only requires a feather light touch and can be tied down without fear of wandering off course. The hull's length makes for an easy motion in a seaway, and it doesn't take on much water.

Adler hopes the Fast 40 will become a production boat. He's made some minor changes in the underwater sections of the hull and added a half of foot of beam. There's one being built now in Sausalito to these new plans. Since it takes about as much material to build a Fast 40 as a 30-foot boat, the cost will be commensurate, and as Alan puts it, "It's a very dry boat for that price."

He also says the design scales up well. He'd love to see a Fast 80. By doubling the



Fast Forty's new sloop rig.

length, it would increase the sail area by a factor of four, but more importantly, it would be eight times as heavy. That would make the Fast 80 more stable and help the upwind performance.

"I wouldn't want to sail the 80, though," he says. "I'd rather sail by myself."

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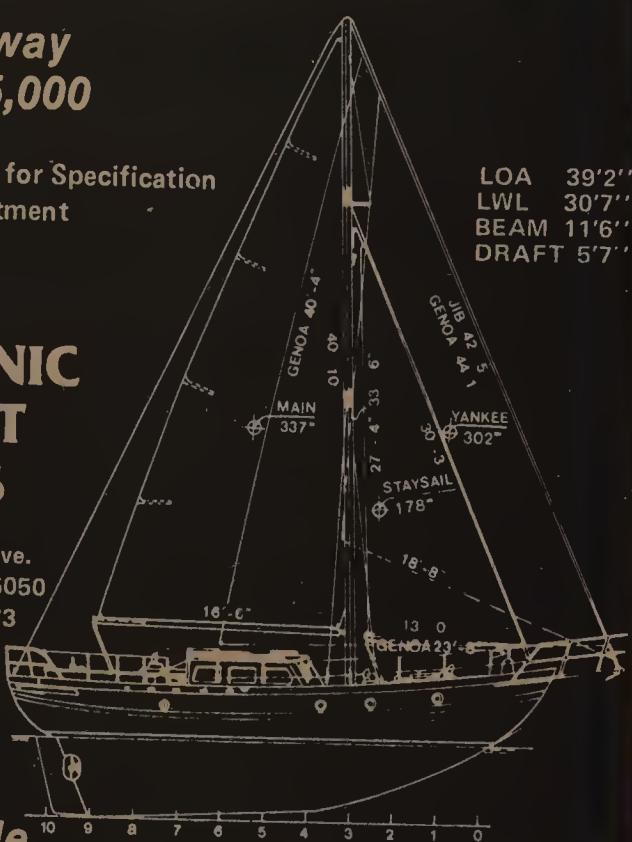
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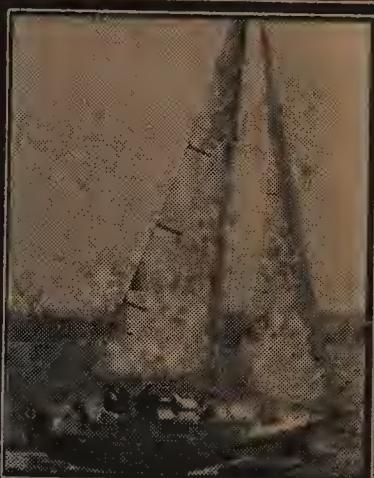
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40' OWENS CUTTER — needs eng. work, great buy	17,000
41' x 14' JAN BENFORD glass ketch — '79, full cruise	122,000
45' DUFOUR-MOTORSAILER.....	asking 199,000
48' TARTAN CUTTER — full race/cruise.....	try 125,000
55' CANADIAN SCHOONER.....	asking 48,000



KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor, 557 Francisco Blvd.
San Rafael, CA 94901 (415) 456-1860

— WOOD —

24' Classic Gilmar Yawl.....	\$19,000
28' Original H-28 — Refinished.....	19,000
30' Tahiti ketch — diesel.....	try 30,000
32' Classic Mower Sloop.....	25,000
*34' D/E Sloop.....	27,000
38' Kettenburg — Classic Example.....	40,000
39' PilotHouse cutter — aft cabin.....	45,000
*40' Mariner ketch — radar plus.....	79,000
*50' Lester Stone Yawl.....	58,000
50' Garden Ketch.....	135,000
*55' Custom Meese ketch — new diesel.....	try 100,000

— FIBERGLASS —

27' Danish-built Sloop.....	21,000
28' Great Dane Sloop.....	29,000
29' Columbia MKI.....	12,500
*32' Pearson Vanguard — clean.....	34,000
34' Islander — diesel.....	35,000
34' Cal — MKIII — priced to sell.....	45,000
48' S&S cruising yawl — refinished.....	135,000
*50' Columbia — new diesel & equipped.....	107,000

Many Other Quality Listings To Choose From

*Indicates Seller May Assist In Financing

DEALERS FOR:

FORCE 50
SEA WOLF 44
ROBERTS 45
PETERSON 34

SKIPPERS

YACHT
SALES



TRAVELLER 32'. Dsl. cutter, '76. P. Rhodes-design for safe world wide cruis'g. Built by Wylie & famous Stone Blyrd. Well-equip.; superbly maintained by original owner. Hull #28 was last & best Traveller built. Ask'g \$63,000.



NEW PETERSON 34 (sistership). AT OUR DOCKS — Call for details.



33' 1976 PEARSON 10 METER. Electronics include VHF, Depthsounder, Knotmeter, LIKE NEW!!! At Our Docks! Listed at \$42,000. Sistership.



38' KETTENBURG. 1 of 4 custom built K-38's. RDF, VHF, k.m., AM/FM cass., new Pineapple sails, fully equip., meticulously maintained, 'lease-back charter avail. \$40,000!



35.3' CORONADO 35 Diesel Aft Cabin Sloop. 1973. William Tripp Design. Vessel is Very Clean & has been Well Cared for ... Asking Price \$49,500.



YORKTOWN 35 CUTTER. '76, dsl., super equip. for liveaboard; safe & comfortable offshore cruising; been to HI & on coastal cruises. Outstand'g value. \$46,000.



28' PEARSON TRITON. Full keel, coastal cruiser, i.b., sleeps 4, very strong boat. 3 avail. from \$18,000. Sister-ship.



50' FORCE 50. New cockpit ketch, berthing for 8 incl. queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire (sistership).



30' CATALINA 30, '80. Dsl., whl. steer'g., legal head, oven, custom upholstery, pulpits w/dbl. lifelines, much more. Better than new \$34,000 (sistership).

26' ISLANDER EXCALIBUR.....	9,000
26' CHRYSLER 26 with trailer, '78.....	17,380
26' COLUMBIA MARK II.....	12,000
26' CHEOY LEE, diesel sloop.....	18,000
26' PEARSON ARIEL.....	15,000
26' GRAMPIAN.....	14,000
26' RANGER.....	2 from 16,300
26' S-2 aft cockpit sloop.....	20,000
27' BALBOA 27.....	19,850
27' BRISTOL 27.....	17,000
27' CATALINA SLOOP.....	17,000
27' NOR'SEA aft cabin sloop, diesel.....	45,600
27' ERICSON	21,000
28' RANGER 28 diesel aux. sloop.....	33,950
28' LANCER SLOOP.....	19,500
28' PEARSON TRITON aux. sloop,	3 from 18,000
29' ISLANDER.....	23,500
29' ISLANDER SLOOP.....	23,500
29' COLUMBIA 8.7.....	33,000
29' ERICSON	27,000
30' ERICSON racing sloop.....	34,000
30' SCAMPI 30 MKIV dsl aux. sloop.....	49,500
30' SPARKMAN & STEPHENS sloop.....	4,450
30' RAWSON, diesel sloop.....	26,200

30' AMERICAN sloop, Nichols design.....	16,500
30' H-28 MODIFIED KETCH.....	2 from 19,900
30' RAWSON PILOTHOUSE sloop, dsl.....	56,000
32' TRAVELLER 32 dbl ender dsl cutter.....	63,000
32' COLUMBIA SABRE sloop.....	10,500
32' PEARSON VANGUARD.....	35,500
33' ALDEN 33 auxiliary ketch.....	21,500
33' PEARSON 10M.....	42,000
33' MORGAN OUTISLAND 33 dsl sloop.....	57,000
33' GAFF-RIGGED CUTTER, custom.....	12,000
33' RANGER aux. cruising sloop.....	45,000
34' TARTAN sloop.....	44,000
34' FORMOSA AFT CABIN, sloop, dsl, '80.....	72,000
35' CORONADO aft cabin sloop.....	49,500
35' RASMUS center cockpit aux. sloop, dsl.....	61,000
35' Mod. FRIENDSHIP aux. sloop, gaff-rig, dsl.....	29,500
35' YORKTOWN diesel cutter.....	46,000
37' IRWIN MK V ketch, diesel.....	90,000
38' DOWNEAST CUTTER, diesel.....	79,500
38' FARALLON CLIPPER, diesel sloop.....	50,000
39' ALLIED MISTRÉSS, ketch, diesel.....	95,000
40' BLOCK ISLAND CUTTER, sloop rig, dsl.....	30,000
40' VALIANT auxiliary sloop, diesel.....	148,500
40' PIVER aft cabin VICTRESS, '79 dsl ketch.....	90,000

40' BOYD & YOUNG center cockpit dsl sloop	35,000
41' GULFSTAR 41, center cockpit sloop	89,500
41' C&C REDLINE sloop — diesel	90,000
41' FOMOSA diesel auxiliary sloop, '80	79,000
41' CHALLENGER ketch, diesel	105,000
41' MORGAN, aft cabin, sloop, diesel	97,000
41' BENNETT FLUSH DECK, ketch, diesel	47,500
41' CT 41' auxiliary, keth, diesel	97,500
42' CASCADE 42 diesel ketch	81,500
42' FORMOSA SLOOP, diesel	63,000
43' HANS CHRISTIAN cutter, diesel	140,000
43' WESTSAIL, ketch, diesel	150,000
44' RHODES MOTORSAILER, twin diesel	140,000
44' PETERSON cutter, diesel	115,000
45' ANGLEMAN custom dsl aux. ketch	red. 69,500
45' LITTLE HARBOR diesel centerboard yawl	110,000
45' FREEDOM KETCH, diesel	183,000
45' SPARKMAN & STEPHENS M/S, diesel	55,000
46' LIDO CENTER COCKPIT yawl, diesel	69,500
47' VAGABOND diesel ketch	125,000
50' FORCE 50 PILOTHOUSE diesel ketch	159,500
51' FORMOSA PILOTHOUSE ketch, diesel	156,500
52' PASSAT, auxillary ketch, diesel	120,000
60' ANA MARIE gaff-rigged cutter, diesel	225,000

MANY MORE LISTINGS ON FILE — BERTHING AVAILABLE FOR ALL BOATS

1535 Buena Vista Ave., Alameda
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(415) 522-6500
(415) 432-8722
(714) 673-5200

Cityachts



CUSTOM 45 S&S sloop, "INCA". Winner of class in '79 Big Boat Series, 17 sails, B&G instruments, teak decks, etc. Rare Quality at a realistic price \$149,500.



OLSON 30 — Like new, sailed only on lake. Well equipped with all the go fast items. Solar charger, one-design racer, priced way below market at \$29,500.

NO WAY TO LOOSE★

45' Fractional Sloop Built in carbon fiber & epoxy. Full sail inventory (of course, includ. Kevlar/Mylar sails), Loran, WeatherFax, & a guarantee that it is unbeatable. Last year, "Pendragon" won the Miami-Nassau Race, San Diego Race & the Cal-Coastal. In the coming years the boat will bring home a trophy from the 1983 TransPac or equal race in 1982 OR a refund from the seller for \$10,000. That's how confident we are that "Pendragon" is one of the fastest boats around. Designed by Davidson (Great Fun, Shockwave etc.)

Contact us today for details.



CHEOY LEE 33 CUTTER — Roller furling, self-tailing winches, dsl. power, wheel steering, very well equip't. Seller asking \$52,500.

**Paul Kaplan, Christine Kaplan,
Mary Jo Foote**

SAIL	
22' SANTANA	\$ 7,500 *
22' HOLLAND MINI-TON	13,800/offer
23' BEAR	12,500
24' J	13,700
24' J	16,900
24' NORTHSTAR	17,000
24' NIGHTINGALE	14,500
25' KILLER WHALE	11,000
26' INTERNATIONAL FOLKBOAT	23,950
27' MULL CUSTOM	18,000 *
28' NEWPORT	35,000
28' O'DAY	28,900
28' WYLIE ½ TON	27,000
29' HERRESHOFF H-28	30,000 *
29' MORGAN	28,000
30' ISLANDER	33,000
30' IRWIN	45,000
30' MORGAN	28,000
30' OLSON	29,500
30' HERRESHOFF	29,500
30' BURNS ½ TON	39,500
30' CUSTOM C&C	35,500
32' 5.5 METER	7,200
33' CHEOY LEE	52,500
33' TARTAN 10	38,000
33' TARTAN 10	32,000
34' PETERSON	65,000
34' PETERSON ¾ TON	42,000
35' SANTANA	59,500
35' CORONADO	47,000 *
35' PEARSON	59,000
35' ALBERG	39,000
35' GARDEN KETCH	47,500 *
36' FARR	53,000
36' HERRESHOFF	49,500
37' DUBOIS ONE TON	99,500
37' FISHER KETCH	149,000
37' APACHE	42,000
37' CASTRO ONE TON	115,000
38' ALAJUELLA	94,000
39' CAL	99,500
39' SWAN	95,000
39' SANTANA	105,903
40' HOLLAND/KIWI ADMIRAL CUP	145,000
40' ISLANDER PETERSON	110,000
40' GARDEN KETCH	85,000
41' MORGAN	105,000
43' METER R-BOAT	29,500
43' CONTESSA	120,000
43' SWAN	139,000
44' NORDIC	174,000
44' LAFITTE	225,000 *
45' HOLLAND ADMIRALS CUP	145,000
45' S&S/"INCA"	149,500
45' STEEL KETCH	110,000
50' SANTA CRUZ	200,000
50' OFFSHORE SLOOP	150,000
55' STEWART KETCH	170,000
57' SEA LION #1	180,000
59' STAYSAIL SCHOONER	225,000

* BOAT INCLUDES S.F. BERTH

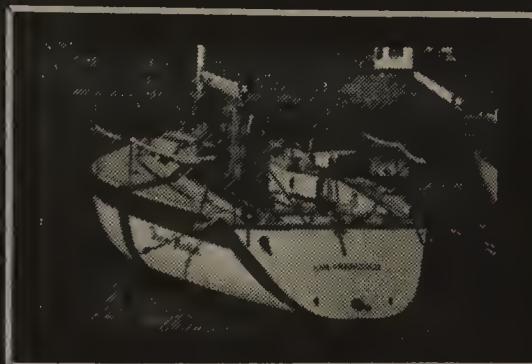
MULTIPLE LISTING BROKER

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FOOT OF LAGUNA ST.
SAN FRANCISCO

(415) 567-8880 new phone number!



KETTENBURG 43 Sloop. Vet of Mex. & HI races & equip. now for long distance cruis'g. Very comfy interior, radar, B&G instr., autopilot, dodger, dsl. Sellers very motivated. Asking \$66,500.



SANTANA 35. Popular one-design class boat w/all the toys for racing. Hydraulic vang & backstay, complete sail inventory, stereo, etc. Priced to sell immediately at \$59,500.



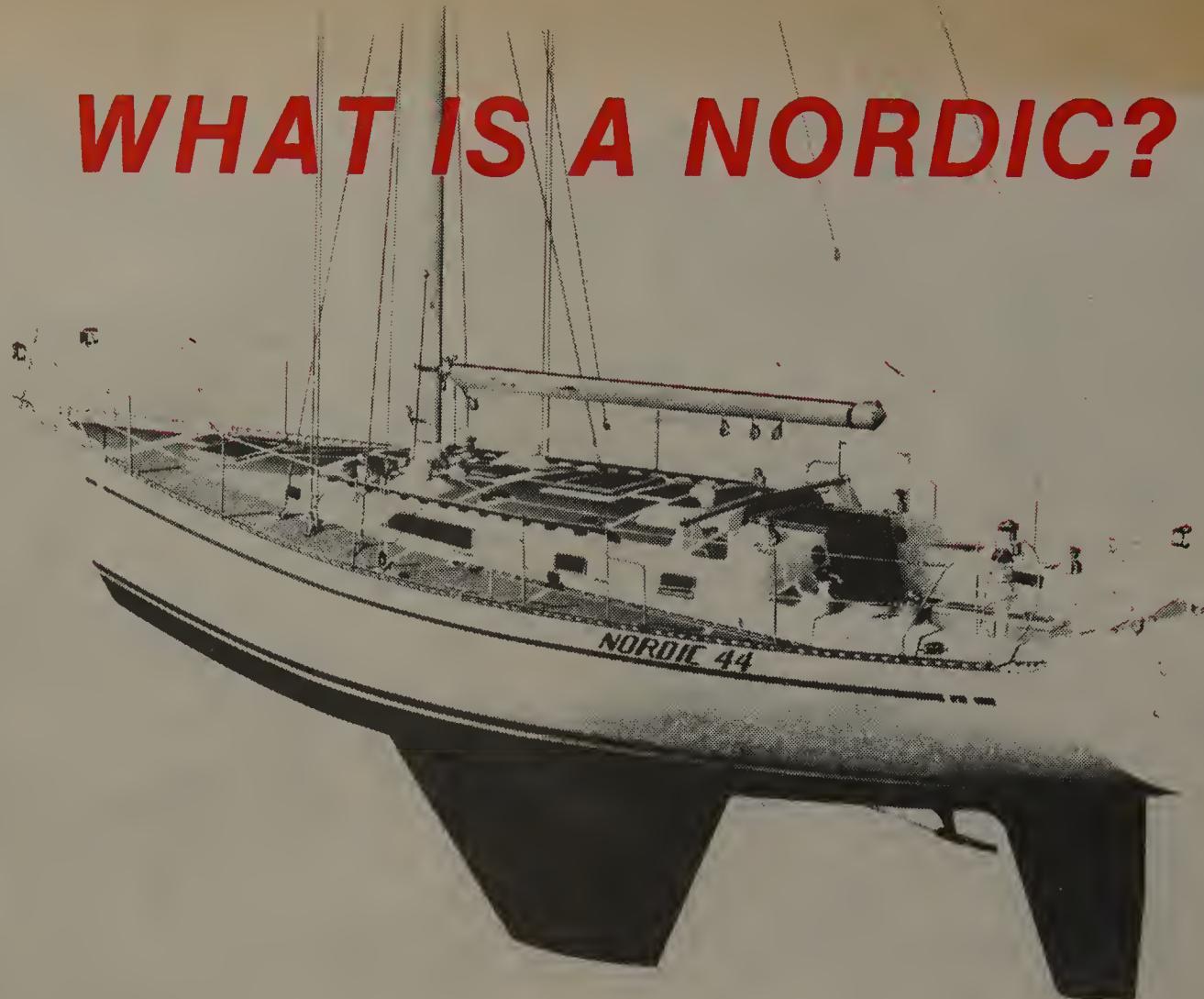
FISHER 37 — Fine quality English pilothouse ketch, less than 20 hrs. use from new, autopilot w/remote, k.m., depth., radiotele., etc. Owner anxious, will consider offers.



ROGERS 43. Peterson designed, English built racer/cruiser. We have a number of very competitively priced European racing & cruising boats for sale. Please call for further info.

**Hank Easom, Andrew Pitcairn,
Rollo D. Dog**

WHAT IS A NORDIC?

**NAME:**

To start with let's look at the name, NORDIC. The word refers to the North, where the boats are built, in Bellingham, Washington and to the European heritage of the builder.

STYLE:

All the NORDIC's, both the 40 and the 44, are designed to be clean and crisp, not full of extraneous teak bits and old fashion protuberances. The hull design features a modern trapezoid fin keel with a deep bilge and a skeg mounted "barn door" rudder. They are designed to be performance oriented cruising boats capable of short handed passage making and competitive racing. An example of Nordic's attention to detail are the contoured cockpit seats and the provision for dodger installation with all halyards led aft.

CONSTRUCTION:

Rather than pointing out the obvious quality of construction we invite you to inspect the not so obvious. For instance, the hull is fully insulated, and all the drawers are hung on rollers. State of the art bulkhead installation and "hi-tech" electrical panel that is easy to service are further examples of Nordic's commitment to superior construction.

LAYOUT:

If we told you the interior was elegant, sensible, artful and sensuous you would marry her. The layout of all the Nordic's have been designed by people who understand sailing and spending extended periods on board. Both yachts feature a private owners cabin with a double berth and both models have an enclosed separate stall shower. The deck plan is years ahead of its time with recessed non-skid, moulded in pads for hardware and an overall finish that is a work of art.

BOTTOM LINE:

Don't underestimate American craftsmanship in boat building today. It is time for people to see that they can own European quality boats without paying European prices and above all do not sell yourself short by purchasing a boat built in the Far East with unskilled labor and poor materials, the difference that might be saved will definitely cost you in the resale. We find it intriguing that there are larger and more expensive boats built today, but the NORDIC 44 has been appointed the "Queen of the Show" in the 1982 Cow Palace Show in January.

Cityyachts

Foot of Laguna Street
San Francisco, CA 94123
Tele: (415) 567-8880